

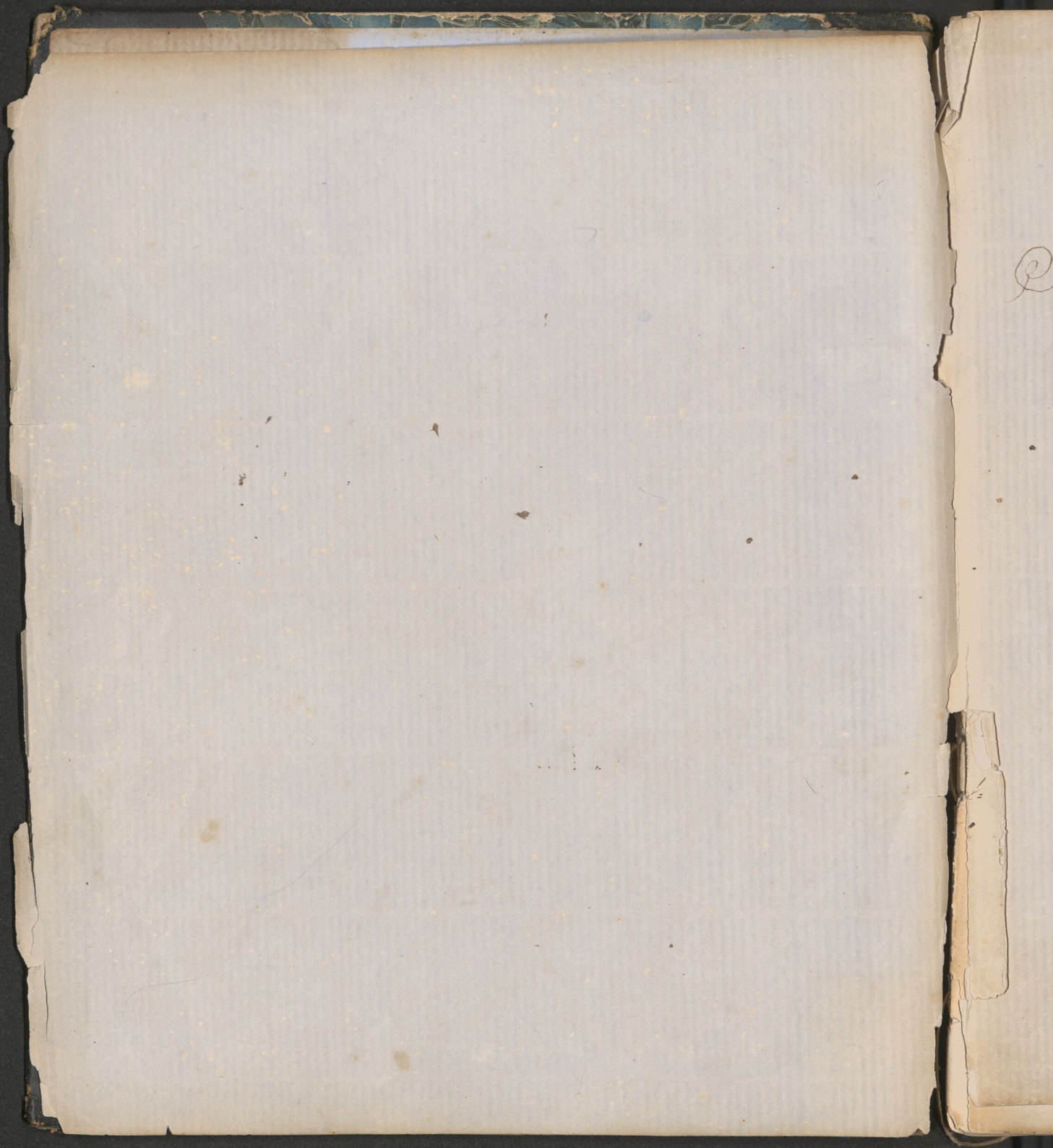
Frederick G Myrick

Barnes Houqua

February 1st 1861.

19

1863



Journal.

A Voyage in the Barque Hongqua.
from
New York to Hong Kong.

F. G. Mearns
of the
Barque Hongqua
New York

Left
O'clock
and
P.M.
called

Gale
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nd
Friday February 1st 1861.

4

Left New York with fine clear weather. at 9
O'clock passed the Highlands with rainy weather
and wind strong from South East. at 3 O'clock
P.M. took in Topgallant sails. at 7 O'clock
called all hands to single reef the Topsails

February 2nd

Gale still increasing. at two O'clock A.M. called
all hands to double reef the Topsails. at 7 A.M.
called all hands to hand foresail and
Foretop-sail and lay the ship to. at 7 O
clock P.M. set foresail and 2 reefed
Foretop-sail. also shook one reef out of the Main
Topsail. Wind North West. Weather clearing.

Commenced February 3rd

Commenced these 24 hours with strong winds and
squally weather at 2 O'clock P.M. took in topgal
-lant sails. at 8 O'clock called all hands and
double reefed the top sails. and handed the

sail.

^{out}
February 4th

Commenced this day with strong winds. at 10
O'clock sent down the main royal yard and
handed the Fore-top-sail. at 10½ O'clock wore ship
at 12 O'clock called all hands and close reefed
the Main Top-sail and laid the ship to. Gale from S.W.

^{out}
February 5th

Ship still hove to. Labouring very heavy, sea heaving
in from S.W. Gale N.W. at 4½ P.M. weather moder-
ating. shook one reef out of the Main Top-sail also
set Fore-top-sail. Foresail and Main sail. Main top-
mast staysail and Mizzen Top mast staysail at
9 O'clock P.M. shook one reef out of the Main top-
-sail. at 11 O'clock P.M. set Top-sails and Top-ga-
lant sails. Weather clear, with light air. Latitude
at 4 O'clock 37°30' Longitude 65°14' West.

February 6th

Commenced this day with light air and rainy
weather. at 7 O'clock the wind had so increased

as to call all hands to hand all light sails

and mainsail and double reef both Topsails
at 10 again called all hands and handed
Fore Topsail and Foresail and close reefed the
Main Topsail. and laid the ship to the wind at
3 O'clock the gale moderated so as to be able to set
Foresail, Fore top sail and double reefed main
Topsail. at 8 P.M. set Top-gallant sails over
single reefed Topsails. Wind W.N.W. Course E.S.E.

nd
February 7th

Commenced this day with moderate weather and
light breeze. in the forenoon the wind increasing
at 2 O'clock P.M. took in all light sails. at
4 O'clock P.M. called all hands to double reef
the Topsails and hand the Mainsail. Very heavy.
Sea running at 10 A.M. weather very squally called
all hands to close reef the Main-topsail and
hand the Fore-topsail. Course E.S.E. Wind W.N.W.
with a very heavy cross sea running.

Feb^y 8th.

Commenced this day with strong winds and clear weather. at 10 O'clock A.M. set Fore Top-sail and Foresail. at 11 shook 2 reefs out of the Main-top sail. and set the Main-top gallant sail. at 5 P.M. shook both reefs out of the Fore-top sail. and single reef out of the Main-top sail. at 9 P.M. set Fore-top-gallant sail and yet also set the mainsail.

February 9th

Commenced this day with light breezes and clear weather. at 6½ O'clock sheeted home main Top-gallant sail. and washed off the house the Chief Mate below sick the Captain standing watch. at 5 O'clock took in fore Top-gallant sail.

February 10th

Commenced this day with strong winds and cloudy weather. at 8 A.M. Lat 35° 33' North and Long of 51° 37' West. Course S.E. by E.

at 6 O'clock P.M. took in Fore-top-gallant

sail. and at 7½ took in the main-top-gallant sail. at 3½ split flying jib. Weather squally. Wind from E to N.E. very fluky.

February 11th

Commenced this day with squally weather. at 3 O'clock set the Main-top-gallant sail. at 4 O'clock set the Fore-top-gallant sail. and then sent in the flying jib and ~~sent~~ sent the new one. then went to work to repair the old one. Lat. 33°25' N. Long 48°13½' W.

February 12th

Commenced this day with fine clear weather and fresh breeze. at 10 O'clock passed a Danish Fore-top sail Schooner. steering S.E. ½ E. Longitude 46°24' West.

February 13th

Commenced this day with strong wind and squally weather. at 3 O'clock took in Flying jib. Gaff topsail. and mizzen top mast staysail. Forenoon watch employed in setting on chafing gear. during the day have had fine clear weather with strong winds. at 7 O'clock saw a large ship steering South. at 12 O'clock saw another going to the North. at 4 O'clock made the Latitude $30^{\circ}35'N$ Long $41^{\circ}55' \frac{3}{4}W$.

February 14th

Commenced this day with squally weather and strong breeze. at 2 O'clock A.M. got an altitude of the North Star, the latitude reckoned being $30^{\circ}12'S$ North. the forenoon watch employed in setting up the Mizzen topmast rigging. the afternoon watch employed in making chafing gear. the Longitude at 4 O'clock $39^{\circ}23'$. Latitude $28^{\circ}28'$ west.

February 15th

Commenced this day with fine clear weather and light air. During the middle of the day quite a fresh breeze, but soon died away. The crew being employed in fitting rigging to the royal yards and in getting them across. Lat 29° 00' Long 38° 05'

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February 16th 1794. Ship under repairs.

February 18th

Commenced this day with very squally weather. running under Topsails and courses Course S by East.

February 19th

Commenced this day with squally weather at 12 A.M. set Main top mast stay-sail. Nothing doing during the day. worthy of note. At 2 O'clock P.M. Lat. $16^{\circ} 31' N$ Long $59^{\circ} \frac{1}{2} W$. Very heavy sea running.

February 20th

Commenced this day with fine clear weather and strong winds. at 2 O'clock A.M. set top-gallant-sails. and at 9 O'clock P.M. set the Main Royal. the crew employed during the day in mending the Main-top-mast-stay-sail and Flying jib. at 4 O'clock P.M. in the Long. of $29^{\circ} 45' W$ and the Lat. of $13^{\circ} 25' North$.

2nd
February 21st

Commenced this day with fine clear weather and strong wind. at 6 O'clock A.M. set fore Royal and bent the Main top mast stay-sail. the forenoon was employed in repairing the Flying jib. the afternoon in repairing sails and getting out Provisions. At 4 O'clock P.M. the ship being in the Longitude $28^{\circ}09'15''$ West Latitude $10^{\circ}15'N$

2nd
February 22nd

Commenced this day with fine clear weather and light breeze. The crew employed in repairing the Main top sail. at 4 O'clock P.M. the Latitude $7^{\circ}22'$ North. Long. $26^{\circ}48\frac{1}{2}'W$.

2nd
February 23rd

Commenced this day with cloudy weather and fresh breeze. at $7\frac{1}{2}$ O'clock A.M. passed a Barque to windward. at $12\frac{1}{2}$ O'clock P.M. commenced raining, so as to have so.

just off sail making. the Latitude at

3 O'clock P.M. being $4^{\circ} 45'$ North. Long $25^{\circ} 24\frac{1}{2}'$

February 24th

Commenced this day with very squally weather. At 2^h O'clock A.M. hauled down the Flying jib and Main top gallant staysail. At 4^h A.M. hauled the Royals and Mizzen top gallant staysail. At 8 O'clock P.M. the weather cleared at 11 O'clock P.M. set the Royals and Main and Mizzen top gallant staysails. The weather being cloudy no observations were taken during the day.

February 25th

Commenced this day with fine clear weather. the Watches being employed in repairing the Main top sail. Wind S.E. Latitude at 4 O'clock P.M. 12° North and the Longitude $26^{\circ} 36'$ West

February 26th

This day had fine clear weather and strong breeze. The forenoon watch employed in getting out Provisions. the afternoon watch in repairing the Fore top sail.
At 4 O'clock Latitude $19^{\circ} 9'$ Long $28^{\circ} 21\frac{1}{2}'$

February 27th

During this day had fine clear weather and moderate breeze. at 5 O'clock A.M. Passed to the leeward of two ships steering South. Course steering South
At 4 O'clock P.M. Latitude $4^{\circ} 24'$ and the Longitude of $29^{\circ} 09'$ West
all hands employed in repairing the Main top sail.

February 28th

During this day moderate breezes and fine clear weather. Lat $4^{\circ} 24'$ Long $29^{\circ} 31\frac{1}{2}'$ W.

March 1st

During the night strong breeze
from the S.E. during the day fine
clear weather and light wind.

The hands employed during the day
in repairing the Fore top sail. at
4 O'clock P.M. Latitude $10^{\circ}56'S$ Long. $30^{\circ}3'$

March 2^d

Commenced this day with strong breeze
Ended with light air. passed an
American Barge that had been in
sight for 30 hours. people employed in
repairing sail. Latitude. $14^{\circ}11'S$ Long. $30^{\circ}26'W$.

March 3^d

During this day light airs and moderate
breezes with fine clear weather. the
Latitude at 4 O'clock $17^{\circ}13'S$ Long $30^{\circ}10'W$
at 6 O'clock P.M. saw a Ship off
the Lee quarter. Steering to the Northward
and the Starboard.

March 4th

Commenced this day with squally weather. at 8 O'clock A.M. fine clear weather and light air at 10 O'clock P.M. the Island of Trinidad bearing S by E and distant about 40 Miles at 4 O'clock P.M. the Lat $20^{\circ}07'S$ and Long $29^{\circ}44'W$, the Island at this time bearing S. E. $\frac{1}{2}$ E. distant 28 M.

March 5th

Commenced this day with squally weather. at 8 O'clock the weather cleared up and continued fine and clear with light air and calm. at 2 O'clock P.M. bent the Main top sail, and afterward sent up shading sail boom and blocks at 4 O'clock P.M. in the Latitude of $22^{\circ}17'S$. Long $29^{\circ}33'30''W$.

March 6th

During this, by moderate weather. and during the night strong breezes the forenoon watch employed in heaving.

Studding sails. afternoon doing odd jobs.

Latitude $24^{\circ} 27'$ South Longitude $28^{\circ} 35'$ W.
Long by an altitude of the Planet Jupiter, at $6\frac{1}{2}$ P.M. was $28^{\circ} 30' W.$

March 7th

During this day fine clear weather with moderate breeze. the hands employed in repairing the Foresail.

Latitude $24^{\circ} 18'$ West Longitude $27^{\circ} 22\frac{1}{2}' W.$

March 8th

During this day light airs and calms. with fine clear weather. the hands employed in repairing sails. at 2 O'Clock

P.M. signalled an English Ship that was 5 Days from London. Lat $23^{\circ} 2'$ S Long $26^{\circ} 53'$ W.

March 9th

During these 24 hours light air and
calms. the hands employed in setting
up the head stays and top gallant
and Royal backstays. at 4 O'clock
P.M. Latitude $23^{\circ}38'$ Lat Long $26^{\circ}26'30''$

March 10th

During this day had fine clear
weather and very light air. at 10
o'clock P.M. saw a vessel steering South
at 5 $\frac{1}{2}$ O'clock set fore top mast and
lower studding sails Lat $30^{\circ}06'$ Long $26^{\circ}18''$

March 11th

During this day had fine clear
weather and light air. the hands
employed in setting the fore top-mast
stay and Back stays. this morning set
Main top gallant studding sails both
sides. Latitude $34^{\circ}13'$ Long $26^{\circ}02'$ West

March 12th

During this day had fine clear weather with light winds. Saw two ships steering South. At 4 O'clock Latitude $32^{\circ}12'$ South. Longitude $25^{\circ}31'$ West.

March 13th

During this day moderate weather and light wind. had a shower of rain but not enough to give any water. the hands employed in breaking out the fore hold for water. and also the after hold for provisions. Lat $33^{\circ}21'$ South. Long $25^{\circ}54'$ West.

March 14th

During this day fine clear weather with moderate breeze. the hands employed in mending sails. at 4 O'clock P.M. Latitude $33^{\circ}56'$ Long $25^{\circ}34'$ West.

March 15th

During this day had fine clear weather and fresh breeze at 12 O'clock the wind hauled so as to be able to set the fore top mast and lower studding sails also Main top gallant studding sail. Course S. E. by E. Lat. $35^{\circ}32'S$ Long. $25^{\circ}49'W$ the hands employed at sail making.

March 16th

During this day had pleasant weather and strong wind. all hands employed mending sails. Course S. E. by E. Latitude $36^{\circ}32'S$ South. Longitude $17^{\circ}41'W$ West.

March 17th

First part of this day clear. Later rainy. saved a small quantity of water at 8 O'clock. A.M. made the Latitude $37^{\circ}20'S$ South Long. $4^{\circ}48'W$ West.

at 5 O'clock P.M. took in all
light sails. at 8 O'clock a
heavy squall struck the ship
and parted the weather Fore top
sail sheet. and Fore top mast
Back stay. At that time called
all hands. and stowed the top
-gallant sails. and double reefed the
top sails. at 10 O'clock cleared up

March 18th

Commenced this day with cloudy
weather. at 6 O'clock cleared off with
pleasant weather and moderate breeze
shook both reefs out of the Topsails
and set the Top-gallant sails and
Rogals. the forenoon watch employed
in securing the Fore top mast backstay
at 2 past 5 O'clock P.M. made the
Island of Tristan d'Acuna bearing East
distant 80 miles. Lat 38° 04' S. Long. 12° 22' W.

March 19th

During this day had fine clear weather and light winds the hands employed in repairing the Flanker. Latitude $38^{\circ}19'$ South. Longitude $16^{\circ}15'$ West.

March 20th

During this day pleasant weather and moderate wind. at 11^{1/2} O'clock P.M. took in all light sails. the hands employed repairing sails. Latitude $38^{\circ}50'$ South. Longitude $8^{\circ}33'$ West.

March the 21st

Commenced this day with cloudy weather and strong winds. at 8 O'clock squally with rain. at 10 O'clock took in the Fore-top-sail and the Flying jib. this afternoon lowered away the Main top-sail and put on a 22 No. Patch. Course S.E. distance by D.R. 237 m.

March 22nd

During these 24 hours thick and foggy weather, with strong winds, the forenoon watch employed in scrubbing ship, and bending the Spanker. the Afternoon watch in furling or chafing gear. No Observations to-day. Distance by L.R. 137 miles. Course East by South.

March 23rd

Commenced this day with cloudy weather, and strong winds. at 6 O'clock P.M. the weather cleared up, and continued so for the remainder of the day. Latitude $41^{\circ} 40'$ South Longitude $85^{\circ} 3'$ East.

March 24th

Commenced this day with thick and foggy weather. at 7 O'clock P.M. it cleared up and continued so until 4 O'clock P.M. Latitude by Observation

at noon $42^{\circ} 0'$ South by D.R. $42^{\circ} 0' 30''$
Longitude $7^{\circ} 23'$ East. Course made good
E. $\frac{1}{2}$ S. at 6 O'clock P.M. Temperature
of the air 56° and of water 55° .

March 25th

Commenced this day with cloudy weather
and light air. at $11\frac{1}{2}$ O'clock P.M.
took in all light sail. at 3 O'clock A.M. we
began to see when we set all light sail
at 6 O'clock A.M. saw a large
clipper ship off our weather quarter
which had been in sight 2.5 hours. at
 $11\frac{1}{2}$ signalled her and found her to
be the Clipper ship "Red Jacket" 50 days
from Liverpool, and bound to Melbourne
at 8 P.M. wind increasing. Rose 12 hrs
at 4 O'clock P.M. by observation
Latitude $42^{\circ} 0'$ South, Longitude $17^{\circ} 10' 45''$ East.

March 26th

During this day, moderate weather and light winds. The hands employed in a few small jobs. at 4 O'clock P.M. Latitude $44^{\circ}36'$ South. Longitude $16^{\circ}02'$ East.

March 27th

Commenced this day with cloudy weather. at 7 $\frac{1}{2}$ O'clock P.M. took in the small sail. at 8 $\frac{1}{2}$ P.M. took in Fore-top gallant sail and Flying jib. the hands employed in dresing the Fore mast. Latitude $42^{\circ}01'$ S. Long $17^{\circ}39'$ E.

March 28th

Commenced this day with moderate weather and strong wind. at 8 $\frac{1}{2}$ O'clock A.M. wind increasing. took in Main top gallant sail. at 9 $\frac{1}{2}$ called all hands on deck reefed the top sails. hauled the Main sail. at 11 took in the jib.

at 3 O'clock P.M. took one reef
out Main top sail and set the
Main sail. at 4½ took reefs out of
both top sails and set Main top gallant
sail. at 7½ set fore top gallant sail at 9
set Main Royal and Mizzen top mast
and top gallant staysails. at 4 O'clock
P.M. Latitude $42^{\circ} 53' S$ Longitude $21^{\circ} 11' E$.

March 29th

Commenced this day with cloudy weather
and moderate winds. the hands employed
in repairing the fore and Fore-top-mast
stay-sailendants and scraping Fore-mast
at 4½ O'clock P.M. weather squally handed
all fore and aft sails. also the Royals.
at 8 O'clock called all hands and took
in top gallant sails and handed the
Main sail. at 4 O'clock P.M. by Obs.
Latitude $42^{\circ} 52' S$ Long. $21^{\circ} 44' 30'' E$

March 30th

Commenced this day with squally weather and strong wind at 2 O'Clock the watch double reefed the Fore top sail. at 10 O'Clock A.M. the gale increasing when split the Main top sail. immediately called all hands to bend it down and set the Main sail. at 4 1/2 O'Clock moderating set for Fore-top-mast stay-sail. Main-top-mast and Mizzen-stay-sails. at this time a very heavy sea heaving from off the weather quarter. Lat. 22° 34' South Long 29° 10'.

March 31st

Commenced this day with squally weather and strong gale from the N.W. at 8 O'Clock A.M. called all hands to bend the Main top sail and double reef it. at 3 O'Clock P.M. Weather moderating Shook both reefs out of the top sails.

And set Main top gallant sail. at
1/2 set Fore top gallant sail. No. Observations

April 1st

Commenced this day with moderate weather
and light breeze. at 6 O'clock set
Royals. at 7 O'clock set Fore top mast
and lower studding sails. at 9 O'clock
clewed up the fore Royal and furl'd in
the hands employed in repairing the
Main top sail. this day no observations.

April 2^d

During this day fine clear weather, and
moderate breeze. at 6 O'clock A.M. set
the Fore Royal, and Main top gallant
studding sails both sides. the hands employ-
ed during the day, repairing Main top
sail. Course steering S.E. by E. and N.E.
Latitude 41° 45' North Long 38° 37' East.

April 3rd

During this day had moderate weather, and strong wind, at 9 O'clock P.M. hauled the Royals, Main and Mizzen top gallant staysails, and Gaff top sail, hands employed during the day in repairing the Main top sail Latitude $41^{\circ} 55'$ South Longitude $42^{\circ} 45'$ E

April 4th

During this day moderate weather and strong winds. The hands employed in repairing the Gaff top sail. No observations. at night cloudy. Wind N.N.E. Course S.E. by E 2° E

April 5th

During first part of this day had fine clear weather. Later squally at 7 O'clock P.M. took in the Fore Royal and Mizzen top gallant stay-sail

and at 9 O'clock took in the
remainder of the light sails. Wind
N.E. Course S.E. by E $\frac{1}{2}$ E. Variation $2\frac{1}{2}$ N. W.
Latitude $42^{\circ} 28'$ South Long $54^{\circ} 19' 45''$ East.

April 6th

During this day moderate weather, and
strong wind. Course S.E. by E $\frac{1}{2}$ E. Wind
N.W.E. Variation $2\frac{1}{2}$ Westerly. ~~Course~~
Latitude $42^{\circ} 10'$ South. Longitude $59^{\circ} 37'$ East.

April 7th

First part rainy, middle clear, latter
rainy with moderate breeze from North
round to the South-west. at 8 O'clock
P.M. took in all light sails and
hauled up the Mainsail. at 12 O'clock
moderating when again set the Mainsail.
Latitude at noon by M.A. of the sun $42^{\circ} 36'$
Latitude $42^{\circ} 30'$ South. Longitude $63^{\circ} 55'$ East.

April 8th

First part of this thick rainy weather
later quite clear. with light air.
nothing of note going on. Course E.S.E.
Wind North. At 4 O'clock P.M.
Latitude $41^{\circ}59'$ South. Longitude $65^{\circ}42'30''$ East.

April 9th

During the first part of this fine
weather and light wind. at night
cloudy. at 9 O'clock P.M. the wind
freshened. took in Royals and Gaff top.
sail. Course E.S.E. Wind from N.W.
Latitude $41^{\circ}54'$ South Longitude $69^{\circ}45'30''$ East.

April 10th

First part of this day squally weather.
and strong wind. Later moderate.
At 9 O'clock hauled the fore-top gallies
sail. Course E.S.E. Wind S.W. heavy sea.
Latitude $41^{\circ}17'$ South. Longitude 74° East.

April 11th

Commenced this day with equally weather and strong winds. at one O'clock A.M. hauled the main top gallant sail. and at 6 O'clock called all hands and double reefed the top-sails. a very heavy sea running. At 12 O'clock Latitude of $40^{\circ} 24'$ South. No Observations at 4 O'clock

April 12th

During this day cold and cloudy weather with strong winds from S to S.E. Course E.S.E. At 11 O'clock P.M. set Main-top mast-stay-sail and Spanker. at 3 $\frac{1}{2}$ O'clock P.M. Latitude $39^{\circ} 00'$ South Longitude $80^{\circ} 13'$ East.

April 13th

During this day, cold and cloudy weather and strong winds. at 7 O'clock P.M. took in the Spanker. Hands employed in fitting a new top gallant runner. Latitude $38^{\circ} 05'$ Long $82^{\circ} 39'$

April 12th

First part of this day equally moderate. Latter equally with strong winds at 3 O'clock P.M. wore ship. at that time headed S by E. and at 7 O'clock P.M. shook one reef out of each top-sail. Latitude 36° 30' South. Longitude 83° 55' East.

April 13th

During this day cold and cloudy weather with strong winds. at 6 O'clock A.M. shook the reefs out of the top-sails. viz the Flying jib. Mizzen top mast stay-sail and Main top-gallant sail. at 10 O'clock A.M. wind increasing hauled the Flying jib. at 7 P.M. hauled the Mizzen top mast stay-sail, and at 10 O'clock P.M. hauled the Main top gallant sail and Main-top-mast-stay-sail: No observations during the day. Wind East to East-South-East. — — —

April 16th

During this day thick and rainy weather with strong winds. at 6 o'clock A.M. wind increasing called all hands and double reefed the Top-sails. at 3 o'clock P.M. hauled the fore and mainsail. at 10 o'clock P.M. set the mainsail. Course E by S. Wind from E. by N.E.

April 17th

During this day light baffling winds and calms. at 6 o'clock shook the reefs out of the Top-sails. and set Top-gallant sails. and all fore and aft sails: saw several whales. Course E by S. No observations

April 18th

During this day thick and foggy weather with light air. The hands employed in breaking out for provisions and water. Course E by S. Wind from S by S.E.

April 19th

During this day moderate weather, with light air. hands employed during the day in repairing the main-top-mast-stay-sail, and making a main top-gallant stay-sail. Latitude $39^{\circ}25'$ S Longitude $91^{\circ}37'$ W.

April 20th

During this day wet and cloudy weather with moderate wind. The hands employed in making pennant. Course E.N.E. Wind N³/₄ W. Latitude $38^{\circ}59'$ South. No observations at 4th.

April 21st

During this day thick and foggy weather and light air. Course N.E. by E. Wind N by W.

April 22nd

During this day moderate weather with moderate breeze. Course N.E. by E. Wind from N.N.W. to N.N.E. at 8 o'clock P.M. Latitude $37^{\circ}30'$ Longitude $98^{\circ}42'30''$ W.

at 3 O'clock P.M. hauled all light
sails. at 9 O'clock took in the fore-
top gallant-sail and Flying jib.
at 12. took in the Main-top-gallant-sail

April 23rd

During the first part of this day
clear, latter squalls with strong wind.
at 4 O'clock P.M. double reefed the
top sails. at 8 hauled the Main sail.
at 12. furled the Fore-top-sail and close
reefed the Main-top-sail. and hauled jib.

April 24th

During this day squally weather with
a heavy gale from the N.W. at 2 O'clock
A.M. hauled the Fore sail. at 6 A.M. set
Fore-sail. jib. Main top-mast and Mizzen
stay-sails. at 9 O'clock A.M. in a heavy
squall called all hands and hauled Fore
sail. jib. Main-top-mast and Mizzen stay-

sails. and laid the ship to at 4 O'clock P.M. Latitude $37^{\circ}40'S$. Longitude $103^{\circ}40'45''$ East. very heavy sea running. at $10\frac{1}{2}$ P.M. moderating set Fore sail. &c.

April 25th

During this day squally weather. with a heavy gale from N.N.W. at 2 O'clock A.M. hauled Fore-sail and Mizzen stay-sail. at 12 O'clock A.M. wind hauled to S.W. set Fore-sail. Mizzen. and Main top-mast stay-sails and &c. at 3 O'clock P.M. set the Fore-top-sail double reefed and shook on reef out of the Main top sail also set the Main-sail. at 7 P.M. shook reef out of both Top-sails. at 11 P.M. hauled down the Main-top-mast stay-sail. at 11 $\frac{1}{2}$ P.M. called all hands to double reef both Top-sails. very heavy sea running. Latitude $36^{\circ}44'S$. Longitude $104^{\circ}38'45''$ East.

April 26th

During this day squally weather with strong winds. at 7 O'clock A.M. set Fore-top-sail and Mizzen top-mast staysail. at 8 O'clock shook both reefs out of the Fore-top-sail at 9 O'clock shook the reefs out of the Main top-sail. at 5 O'clock P.M. hauled down the Mizzen top-mast staysail. at 7¹/₂ O'clock called all hands to double reef the Fore sails. Latitude $33^{\circ}51'$ South. Longitude $106^{\circ}12'45''$ East. Wind W.S.W. Course N.N.E. Tension 10° West.

April 27th

During the first part of this day moderate weather with strong winds. later moderate with light wind. at 10 O'clock A.M. shook both reefs out of the Main-top-sail and set the Main-top-gallant sail. at 2 O'clock P.M. shook the reefs out of the Fore-top-sail and set Fore-top-gallant sail and Main Royal. also set the staysails. Hauled.

At 4½ O'clock P.M. Latitude 30°34' South
Longitude 106°44' East. Wind S.E.W. Variation
of the Compass 8° Westerly. Course N½ East.

April 28th

During this day moderate weather with
light winds. At 4 O'clock P.M. the sun
bore N 61°00' W. for Azimuth. the true
Azimuth being 62°58' which gives the
Variation 1°58' Westerly. Course N. Wind S.E.E.
Latitude 28°00' South. Longitude 106°58'30" East.

April 29th

During this day had moderate weather with
light wind. At 6 O'clock A.M. set fore
topmast and lower studding sails. at 10
set Main top gallant studding-sail.
The hands employed in repairing Main sail.
Latitude 25°18' South Longitude 106°53' East.
Wind from S.W. to S. Course S. Variation 1°58' W.

April 30th

During the first part of this day had moderate weather. Later squally with strong winds. at 3 O'clock P.M. took in the fore Main-top gallant spreading sail. Latitude $22^{\circ} 24'$ South. Longitude $106^{\circ} 43' 30''$ East. Course N. Wind from S to S.E. Variation 158° W.

May 1st

First part of this day fine clear weather. Later squally with strong winds. The hands employed in repairing Main-sail. Latitude $19^{\circ} 26'$ South. Longitude $106^{\circ} 32'$ East. Course N. Wind S.E.

May 2nd

First part of this day squally. Later clear with moderate wind. The morning watch employed in breaking out for water. The remainder in repairing the Mainsail. Latitude $16^{\circ} 17'$ S. Long. $106^{\circ} 22' 45''$ East.

May 3^d

During this day fine clear weather with light winds. The hands employed in Bending sails and repairing a top-mast-shearding sail. Wind S.E. Breeze N. Latitude $14^{\circ} 02'$ South. Longitude $106^{\circ} 24'$ East.

May 4th

During this day fine clear weather, with light winds. The hands employed the first part of the day in breaking out for provisions. latter in repairing sails. Breeze N. Latitude $12^{\circ} 28'$ South. Longitude $105^{\circ} 49' 45''$ East.

May 5th

First part of this day, equally weather middle clear. latter equally with very heavy rains. at $5\frac{1}{2}$ O'clock A.M. The Christmas or Mone Island bearing N by East. distant 20 miles. Breeze N by E. Latitude $9^{\circ} 25'$ South. Longitude $105^{\circ} 36'$ East.

May 6th

First part of this day fine clear weather
later squally with very light air. the
hands employed in fitting blocks and straps.
Latitude $9^{\circ}19'$ South. Longitude $106^{\circ}42'$ East.

May 7th

During this day had fine clear weather
with light air. the hands employed in
fitting Block straps. Course N.N.W.
Latitude $8^{\circ}50'$ South. Longitude $107^{\circ}03'$ East.

May 8th

During first part of this day squally.
mistle clear. later squally with light
air. at 9 O'clock A.M. the Island of
Java bearing N. the forenoon watch
employed in strapping Blocks. after noon in
getting up Chain and getting the anchors
over the Bow.

May 9th

First part of this day fine clear weather, with pleasant breeze. night calm. at 11 O'clock came to an anchor under Anjer Point, and stowed all sails except the Top-sails. ~~and~~ ..

May 10th

During the first part of this day fine clear weather, and calm. Middle fine weather with pleasant breezes. Later squally and rainy. at 10 O'clock A.M. got underweigh. at 4 O'clock P.M. came to an Anchor at Anjer. During the day was boarded by several boats from shore, bringing large quantities of fruit and all kinds of Birds & Animals.

Start of Funaa May 11th

During this day, moderate weather with pleasant weather during the first part of the day. Latter, calm with strong head tides. at 9 O'clock got underweigh from Anjier, but was obliged to come to again at 6 O'clock P.M. on account of Tides.

Funaa Ha May 12th

First part of this day had fine clear weather with pleasant breezes. Latter dark and rainy with strong winds. at 7 O'clock A.M. got underweigh but came to again at 8 P.M. on account of the strong tides. The Islands called the Two Brothers bearing N. N. W. distant about 2 mi.

Oava Sea May 13th

At 8 O'clock A.M. got underweigh with fine clear weather and pleasant breeze. Nothing going on worthy of note

May 14th

Commenced this day with fine weather and calms. at 2 O'clock let go the anchor. at 8 O'clock A.M. got underweigh with a light southerly breeze which continued during the remainder of the day. at 4 O'clock got an observation. Latitude $4^{\circ}36'$ South. Longitude $106^{\circ}34'$ East.

May 15th

First part of this day squally. Later fine clear weather with light air. at 11 $\frac{1}{2}$ O'clock P.M. died away calm which forced us to anchor. at 4 O'clock P.M. Latitude $3^{\circ}52'$ South. Long. $107^{\circ}25'$ East. Course to Hong Kong N. 44 $^{\circ}$ E. Dist. 16 to 18 miles.

St. Peter's May 16th

At 5 $\frac{1}{2}$ O'clock, A.M. got underway with fine clear weather and light winds, which continued during the remainder of the day. at 8 O'clock A.M. Latitude 3° 26' South. Longitude 107° 19' 15" East.

China Sea May 17th

First part of this day fine clear weather with light wind and calms. at night fresh breeze from S.E. Course N.

China Sea May 18th

First part of this day fine clear weather with pleasant breezes. Later squally. at 5 O'clock P.M. the Island of Barbe bearing N by E distant 15 miles.

China Sea May 19th

First part of this day fine clear weather. Middle squally. Latter clear with pleasant breezes from W. N. W. at 4 O'clock, P. M. the Island of St. Julian bearing S. E. by E. $2\frac{1}{2}$ E. Dist. 7 $\frac{1}{2}$ miles. Camels' Hump Island bearing N. N. E. Dist. 13 miles. Course N. $2\frac{1}{2}$ E. Latitude $1^{\circ}05'$ North. Long $106^{\circ}43'$ East.

China Sea May 20th

During this day fine clear weather, with light airs and calms. Fore-noon watch employed in securing the anchors and chains. After-noon in setting up the Main Royal stay and Back-stays. — Latitude $1^{\circ}36'$ North. Longitude $106^{\circ}46'45''$ East.

China Sea May 21st

During this day fine clear weather with light winds and calms. the forenoon watch employed in breaking out the after hatch for Provisions. after-noon in varnishing the Fore mast with few odd jobs. Course $SP \frac{1}{2}$ East. Latitude $1^{\circ}56'$ North. Longitude $106^{\circ}38'$ East.

May 22nd

During this day fine clear weather with light winds. the forenoon employed in setting up the Mizzen rigging. at 4 o'clock P.M. the South Anamites Islands bearing $W \frac{1}{2} W$ distant 20 miles. Latitude $2^{\circ}39'$ North. Longitude $106^{\circ}53'30''$ East.

China Sea May 23^d

First part of this day fine clear weather. latter equally with rain. hands employed in fitting the mizzen rigging. Course N. Wind S.W.

May 24th

First part fine and clear. Middle equally. Latter clear with light breeze and calms. The hands employed in the Mizzen Rigging. Course North. Latitude $5^{\circ}18'$ North. Longitude $107^{\circ}22'E$.

May 25th

During this day fine clear weather with light winds and calms. The hands employed in putting down the Mizzen Rigging. at 4 O'clock, P.M. Latitude $6^{\circ}08'$ North. Longitude $107^{\circ}24'E$.

China Sea May 26th

Fresh part clear. Light squally
with light variable winds.
Latitude 6°30' North. Longitude 107°09' E.

May 27th

During this day squally weather
with light baffling winds. The
hands employed in scraping masts.
No observations. Course N.E. by N.

May 28th

During this day fine clear
weather with moderate breezes.
at 8 O'clock A.M. sighted
the Hamburg Barque George & Henry.
20 days from Java Borneo to Amoy.
The hands employed in scraping
masts. Latitude 8°07' N. Long. 107°15' E.

China Sea May 29th

Foggy part clear. Rather squally and
raining with moderate winds. At
1 O'clock P.M. Cape St. James bore
N.W. & W. dist^l 30 miles. No observ.

May 30th

During this day rainy and squally
weather with light baffling winds
and calms. No observations to day.

May 31st

Greater part of this day squally with
moderate breezes. At 8 O'clock A.M.
the Island Cicera de Mer bore
W. by S. distant 5 miles. No observation

China Sea June 1st

This day fine clear weather with
fresh breezes. The hands employed
in scraping and varnishing masts.
Latitude $12^{\circ} 19'$ North. Longitude $141^{\circ} 05'$ E.

June 2nd

This day fine clear weather with
fresh breezes. at 4 O'clock P.M.
Latitude $13^{\circ} 50'$ North. Longitude $142^{\circ} 53'$ E.
Course and distance to Hong Kong.
Course N by E & E. Distance 520 Miles

June 3rd

This day fine clear weather with
light breezes. The hands employed in
scraping the masts. Course N & E.
Latitude $16^{\circ} 11'$ N. Longitude $143^{\circ} 15'$ E.

China Sea June 4th

This day fine clear weather with
light winds. At 6 O'clock A.M.
rigged tackles and unshipped the
Spraker Boom and sent down the Jiff.
The hands employed in scraping mast.
Latitude $18^{\circ}15'$ North. Longitude $113^{\circ}39'45''$ East.

June 5th

This day fine clear weather with
light breezes. at 12 O'clock A.M.
was passed by a London Steamer
probably bound to Hong Kong. The
crew employed in scraping mast.
Latitude $19^{\circ}05'$ North. Longitude $113^{\circ}55'$ East.

China Sea June 6th

This day fine clear weather with light winds. at 9 O'clock took a Pilot. The hands employed in scraping the Bow-sprit and fore-boom. Latitude $21^{\circ}4'$ North. Longitude $113^{\circ}54'45''$ East.

June 7th

This day fine clear weather with light winds. at 9 O'clock A.M. Came to an anchor in Hong Kong harbor. Moved ship afterwards stowed up the rigging. cast off the Spars and got all ready to scrub ship. and got up cargo spinnaker.

Hong Kong June 8th

This day squally weather. all hands employed in scrubbing the ship. The first part of the day discharged a few Bales also a few Barrels.

Hong Kong June 9th

This day rainy and squally weather
Hälsbrat Watch ashore on liberty

June 10th

This day fine weather with heavy
squalls of wind. The hands employed
in fitting fore-ropes, to fore and fore
-aft - sail Yards.

June 11th

The first part of this day moderate
weather. Later heavy rains with strong
winds. at 9 O'clock A.M. turned
to and sent down the Royals and
Yards fore and aft, afterwards went
to work to clear the Anchors and
Chains, and then moved ship again.

Hong Kong June 12th

This day moderate weather and calm.
The crew employed in scrubbing ship
outside. The Boats discharging cargo.

June 13th

First part of this day fine clear
weather. Latter part rainy. sent down the
Hub of the Fore top sail Yard and
repaired it and sent it up. Discharged
a few Bales and Boxes, during the day.

June 14th

This day fine clear weather. fitted
on new Flying jib stay and main top
gallant Lift and Fore ropes to be fitted.

June 15th

This day moderate weather. The hands
employed fitting the Flying jib stay
and putting them on.

8

Hong Kong June 16th

During this day wet rainy weather.
A portion of the crew ashore on Kibing

June 17th

This day fine clear weather. at 6
O'clock A.M. sent down the fore top
gallant yard. and washed off the
deck. afterwards sent down the fore
top-sail lifts and refitted them. and
set up the Fore-top-gallant rigging

June 18th

During this day fine clear weather.
The hands employed in pulling
down the Fore top gallant rigging
and fitting Main top sail lifts
and Foot-ropes. Carpenters putting
in a new Cathead. Cooks dischar-
ging Cargo.

Hong Kong June 19th

This day fine clear weather and very warm. The hands employed in setting up the Fore top-gallant Back stays and cleaning and painting the Sheets and sent up fore top-gallant Yard. Carpenters at work finishing up a few odd jobs;

June 20th

This day fine clear weather. The hands employed in cleaning iron, setting up and repairing the Main top-gallant rigging the Starboard side, also repairing the Fore top mast Backstay, also unbenit the remainder of the sails. at 12 O'clock A.M. the English Men of War fired a salute of Twenty one guns in honor of the Queen taking her seat on the Throne. The painters at work painting outside the Bores discharging Cargo.

Hong Kong June 21st

This day fine clear weather. quite warm.
The hands employed in various odd jobs.
The painters at work finishing outside

June 22^d

This day fine clear weather. The
hands employed in various jobs.

June 23^d

This day fine clear weather. It
being Sunday a portion of the
crew ashore on liberty.

June 24th

This day fine clear weather. The hands
employed in clearing the cables and
other various jobs. today took the
steering apparatus apart for the pur-
-pose of cleaning it.

Hong Kong June 25th.

This day dark and gloomy weather with heavy showers of rain. The hands employed in scraping the tween decks.

June 26th.

This day fine clear weather. hands employed in tarring fore and aft stays. also knotting Lanyards to the fore rigging.

June 27th.

This day fine clear weather. The hands employed in scrubbing the tween decks.

June 28th.

This day fine clear weather. The hands employed in painting the tween decks.

June 29th.

This day moderate weather. The hands. Scraping fore deck. setting up fore rigging.

Long Kine June 30th

First part of this day, dark and rainy. Later clear and fine. Three of the crew ashore on Liberty.

July 1st

This day fine clear weather. The hands employed in setting up the fore rigging. also cleaning the decks to get ready for painting ship.

July 2^d

First part cloudy and rainy. At 8 O'clock A.M. Took in a quantity of Bales. after Breakfast weather clear. all hands engaged in painting ship.

July 3^d

This day cloudy and rainy. hands employed in cleaning the guns for the 4th. also doing few odd jobs.

Hong Kong July 4th

This day rainy and squally weather.
at 12^o O'clock all Naval vessels fired
a salute of 21 guns in honor of the
day. at 2¹/₂ O'clock P.M. came on to
Blow called all hands to roll up
the awnings and haul down the Colours.

July 5th

This day moderate weather. This morning
have shot. this afternoon got up a
Boatload, ~~sent~~ of wood and sent ashore

July 6th

This day fine clear weather. The
hands employed in moving and har-
-bing ship and washing decks. Cooks.
Taking in cargo.

July 7th

This day fine clear weather. very warm.
A part of the crew ashore on liberty

July 8th

This day fine clear weather. The crew
employed in hauling and moving ship.

July 9th

This day rainy weather. with strong
winds. hands employed in few odd jobs.

July 10th

This day squally weather. all hands
employed in painting ship. and lashing
spars.

July 11th

This day moderate weather. The crew
employed in cleaning paint pots.

Wong Kong July 12th

This day fine clear weather. Nothing
of any note going on. Nothing decks.

July 13th

This day fine clear weather. The
hands employed in putting on Gaskets
and chafing mats and other gear.

July 14.

Commences with fairing weather
Middle & Latter parts clear fine weather
So ends these 24 Hours.

July 15.

Commences with fairing weather
& moderate breeze from E. Middle
& Latter parts fine weather So ends.

Bark Hongno Hong Kong

July 16. 1861.

Commenced with fine weather &
light breeze from E. Muchle & latter
parts having employed sending Sails
& putting on Chafing gear.
So ends these 24 Hours.

July 17th

This day fine clear weather.
The hands employed in putting
on chafing gear &c. This day
discharged three Seamen.

July 18th

This day squally weather. The crew
employed in making man-ropes for
the Bow Sprit. and strapping Blocks.
So ends this day.

Barque Couqua at Hong Kong.

July 19th.

This day moderate weather. The hands employed in finishing man-ropes and strapping blocks &c.

July 20th.

These 24 hours thick and squally weather with high winds. The hands employed in strapping blocks &c.

July 21st.

This day wet and rainy weather. a portion of the crew ashore on liberty.

July 22nd.

This day thick and squally weather. Nothing of any notice going on.

Remarks on board of the

This
sea
craft
and
play

The
sigs
the
noon
an
have

Barque Hongqua at Hong Kong.
July 23rd

This day wet and rainy weather with heavy squalls of wind. The hands employed in taking down the awnings and scrubbing them, also getting ready for sea. So ends this day.

July 24th

This day cloudy weather with heavy squalls. The hands employed in stowing the awnings and lashing spars. After noon, hove up the Harboara anchor and clearing the cables. afterwards hoisted the fore sail and swept decks.

27
Remarks on board 'Barge'

July 25th

Commenced this day with thick and foggy weather with heavy squalls. At 1 O'clock A.M. called all hands to let go the Starboard anchor. at 3 O'clock P.M. got underway with a stiff breeze from the Westward which continued throughout the remainder of the day.

July 26th

Commenced this day with fine clear weather and fresh breezes. Ended with thick hazy weather with light breezes. at 9 O'clock A.M. set fore top-mast and lower Studding sails. This afternoon passed a Barge steering East. Course made good E by N. Latitude $23^{\circ} 07'$ N. Longitude $117^{\circ} 43' 15''$ W.

Houqua from Hong Kong to Japan.
July 27th

This day fine clear weather with moderate breezes. The hands employed in mending a main top gallant staysail. Course N. E. by E. Wind S. W. Latitude $24^{\circ}42'N$. Longitude $119^{\circ}35'45''E$.

July 28th

This day had fine clear weather with light winds from S to S W. Course N. E. by E. Latitude $25^{\circ}49'N$. Longitude $121^{\circ}29'East$.

July 29th

This day fine clear weather with moderate breezes. The hands employed in repairing sails. Course E. N. E. Wind S. W. to S. S. W. Latitude $26^{\circ}49'N$. Longitude $124^{\circ}07'45''East$.

Remarks on board Barque Hongqua.

July 30th

First part of this day fine clear weather with moderate breeze. Latter squally with strong variable winds. at 11 $\frac{1}{2}$ P.M. called all hands in a heavy squall to take in the light sails. The hands employed during the day in repairing sails. Course C.N.E. Latitude $27^{\circ}52'S$. Longitude $126^{\circ}32'30"E$. Course to Kanagawa $N.54^{\circ}E$. Distance 800m.

July 31st

First part of this day heavy squally weather with strong variable winds. Latter cloudy and rainy weather. Latitude at noon $28^{\circ}45'N$. No observations at 4 O'clock P.M.

from Hong Kong to Yanagawa?

August 1st

First part of this day thick squally weather with light variable winds. Later moderate with strong wind from the N and W. No observations this day.

August 2^d

This day fine clear weather with light variable winds. The hands at work repairing the fib. Course N.E. Winds variable from N.W. to W. Latitude 31° 30' North Longitude 133° 18' E.

August 3^d

First part of this day heavy squally weather with strong wind. at 8½ A.M. called all hands, took in light sails and double reefed the topsails. at 1½ O'clock P.M. made all sail with fine weather. Course N.E. by E. W. W. S.W. Latitude 32° 45' North Longitude 135° 59' 30" East

Remarks on board the Barque
August 4th

First part Squally. Latter fine clear
weather with fresh breeze. This day
saw several vessels to windward.

Course N.E. by E. Wind E. to N.E.
Latitude $34^{\circ} 28' N$. Longitude $137^{\circ} 39' 45'' E$.

August 5th

This day fine clear weather with light
breezes. At $5\frac{1}{2}$ O'clock A.M. commenced
and hauled up the cables and got
the Anchors off the Bow. At $10\frac{1}{2}$
O'clock came to an anchor outside
off Peaty point. Wind then S.W.

Arrived from Hong Kong to Japan.
August 6th

This day fine clear weather with light breeze. at 4 $\frac{1}{2}$ O'clock called all hands and got underway and stood in for the harbor. at 10 O'clock came to an anchor in Kanagawa. The hands employed during the rest of the day, in washing deck getting up pennants and tackle, and pulling sails. So ended these 24 hours.

August 7th

This day fine clear weather. Very warm. The crew employed in discharging cargo. Nothing further has happened of note.

August 8th

This day moderate weather, with fine breeze. The hands employed in discharging cargo. So ends this day.

Remarks on board the Barque

August 9th

During this day had wet rainy weather with strong winds. No Boats alongside in consequence of the weather. No work being carried on. at 1 O'clock P.M. The English Admiral Ship of War. anchored inside of Treaty Point. she having been ashore.

August 10th

This day dark and rainy weather with squalls. In consequence of the weather nothing was done during the day.

August 11th

First part of this day, rainy. Later clear. Three of the Port Watch, and four of the Harbor Watch ashore.

Y^{rs}
Cougua at Kanagawa, Japan.

August 12th

This day had moderate weather. The crew having very little to do. All that was discharged being a few boxes and packages.

August 13th

This day moderately clear and fine.
The hands employed in discharging cargo
To End's till twenty four hours.

August 14th

This day fine clear weather, and ^{very} warm.
The crew employed in discharging cargo.
This day loaded seven lighters.
To End's this day which was ^{very} full.

Remarks on board the Barque Hongras

August 15th

This day cloudy and rainy weather.
The crew employed in the Tween decks
clearing up, and getting ready to load

August 16th

This day moderate weather, with light
breezes and calms. The crew employed
in discharging the remainder of the
Cargo, also in discharging the Ballast.
about 10 O'clock A.M. the Captain
sent off a number of Coals which
remained during the rest of the day.

at the port of Kanagawa, Japan.

August 17th

This day moderate weather. at 5 $\frac{1}{2}$ O'clock
A.M. turned all hands up to get
underweigh, and haul ship. when we
hauled alongside of the Ship Carrington
of Boston to receive some freight.

August 18th

This day dark and rainy weather.
The Port Watch ashore on Liberty &c.

August 19th

This day fine clear weather. The Crew
employed in receiving cargo. and
stowing it in the lower hold &c.

August 20th

This day fine weather. This morning
hauled from the Ship Carrington. after
noon Starboard Watch ashore on Liberty

Remarks on board the Barque

August 21st

This day fine clear weather. with pleasant
breezes. The Crew employed in stowing
back the cargo which was hauled out
on account of the two Mates accounts
not being right. This afternoon the
Port Watch went ashore on liberty

August 22^d

First part of this day rainy. Latter
fine clear weather, with light breezes.
The crew employed in discharging
the Ballast and stowing Salted

August 23^d

This day fine clear weather. with light
breezes. A. M. received one boat load of
Camphor. P. M. received seven loads
of Tea. So ends this day

Hongqua at the port of Kanagawa.

August 24th

This day fine clear weather with light breezes. All hands employed in stowing down Tea. also employed in receiving freight of which we took in seven Boat loads of Saltpetre and Lumber.

August 25th

This day fine clear weather with light breezes. The Starboard watch ashore on Liberty

August 26th

This day fine clear weather with fresh Breezes. The crew employed in stowing Camphor and Firwood. also took aboard one Boat load of Camphor.

^{ny} Remarks on board the Barque

August 27th

This day fine clear weather with fresh breezes. A.M. Crew lying idle below.
P.M. Took in two lighter loads of Cargo

August 28th

This day fine clear weather with fresh breezes. A.M. All hands being idle.
P.M. took in a dozen bales of Medicine.

August 29th

This day fine clear weather with fresh breezes. A.M. Washed decks and loosed sails.
P.M. Furled sails and took aboard one lighter load of Boxes, Bales &c. ~~and~~

Hongia at the port of Kanagawa?

August 30th

This day fine clear weather with fresh breezes.
A.M. Towing the Cargo in the Hula.
also took in one Boat-load of Wood.

August 31st

This day fine clear weather with fresh breezes.
A.M. The hands employed in making. Fore top gallant Sails. also took in a few Boxes on freight.
P.M. Got up a few Provisions from forward

September 1st

This day fine clear weather with fresh breezes throughout the day. The Port Watch ashore on Liberty. So Ends this day.

Remarks on board the Barge.

September 2^d

First part of this day fine clear weather with fresh breezes. Later dark and cloudy with strong winds. A.M. the crew employed in covering Man-ropes. Stowing Cargo in the Lower hold. P.M. Sent in the Starboard Flying-jib Guy fitted it, and set it up again. So ends this day.

September 3^d

This day fine clear weather, with strong winds. A.M. The hands employed in repairing the Foresail. P.M. Took in three Lighter-loads of assorted Freight. This day hoisted the Sails, aired, and furled them. So ends this day.

Hongqua at the port of Kanagawa
September 4th

This day fine clear weather with
pleasant breezes. The Crew employed
stowing Cargo. also took in five
Lighter loads of Sea. Firewood &c.

September 5th

This day fine clear weather with pleasant
breezes. A.M. The hands employed in
stowing Cargo in the Tween decks.

September 6th


This day fine clear weather. with
pleasant breezes. A.M. The Crew
employed in lashing water casks &c.
getting ready for Sea. P.M. Employed
in taking in Cargo. and also filling
water Casks Tanks &c. To end this day.

Remarks on board the Barque

September 7th

This day fine clear weather with pleasant breezes. The hands employed in stowing cargo. So ends this day.

Sunday September 8th

This day pleasant weather, with strong winds. A.M. all hands employed in taking in awnings lashing barrels. Spars &c and getting ready for sea. Wind S.W. P.M. at 7 O'clock sent down the Royal Yards. Hauled up and paid out 6 fathoms of the Starboard Chain. also let go the Port anchor. 

September 9th

This day pleasant weather, with strong wind. at 4.30 P.M. hove up fore anchor. at night wind moderating. Wind S.W.

Hongqua from Kanagawa to H. Kong.

September 10th

These 24 hours dark and cloudy weather
with some rain. at 4 O'clock A.M.
called all hands and hove short.
at 7 sent up the Royal yard.
at 9 got underway with strong
N.E. by E. wind. at 1 O'clock stowed
anchors and chains. at 5.30 P.M.
handed all light sail, and doubled
reefed the Fore-top-sail. at 6 sent down
Fore Royal Yard. at 10 $\frac{1}{2}$ handed the
Main-sail. So Ends these 24 hours.

September 11th

This day, cloudy rainy weather, with moder-
ate breeze. at 6 A.M. set jibs and Staysails
at 10 set top-gallant-sails. at 1 P.M. set
Anchor Main Royal: and light sails.
Latitude 32-28' N. Longitude 135-55' 45" East.

Remarks on Board the Barque

September 12th

This day dark and cloudy weather with some rain. At 2 O'clock A.M. took in Main Royal and light staysails. At 3 P.M. took in Top gallant sails. At 4½ sent down Main Royal Yard. At 6 double reefed the Top sails and took in Main top mast staysail. Courses S.W. and S.W. by S. Wind strong from W.N.W. with heavy sea. Latitude $31^{\circ}12'$ N. Longitude $135^{\circ}27'$ East.

September 13th

First part of this day cloudy with rain. Later clear with strong breezes. At 6 O'clock A.M. Shook out reefs and set Top gallant sails and staysails. The crew employed in repairing sails.

Course W. by S. Wind from N.W. to N.N.W. Latitude $29^{\circ}37'$ N. Longitude $134^{\circ}31'43''$

Hongqua from Managawa to Hong Kong.

September 14th

This day fine clear weather with light breezes. at 8 o'clock A.M. sent up the Main Royal Yard. The crew employed in repairing sails. Course West by South. Latitude $28^{\circ}57'N$. Longitude $132^{\circ}24'East$.

September 15th

This day fine clear weather with light winds and calms. This day started. Starboard after Fore top mast Backstay. Latitude $28^{\circ}44'N$. Longitude $131^{\circ}18'East$.

September 16th

This day fine clear weather with pleasant breezes. The hands employed in making Sennit. Latitude $28^{\circ}29'N$. Longitude $130^{\circ}21'East$.

Remarks on board the Barque

September 17th.

This day fine clear weather with pleas-
ant breezes. The hands employed variously.
Latitude $27^{\circ}38'$ North. Longitude $128^{\circ}03'30''$ East.

September 18th

This day fine clear weather, with steady
breezes. The hands employed variously.
Latitude $27^{\circ}29'$ North. Longitude $126^{\circ}24'$ East.
Course West. Wind East.

September 19th

This day fine clear weather with light
wind. The hands employed variously.
Latitude $27^{\circ}40'$ N. Longitude $125^{\circ}20'$ East.
Course S.W. Wind E.N.E.

Kouqua from Kanagawa to Hong Kong.

September 20th

A. M. Pleasant weather with fine
steady breeze. P. M. Heavy Squalls
at 6¹/₂ O'clock called all Hands
to take in light sails. The People
employed variously. Course S. W. by S.
Latitude $26^{\circ}06'$ N. Longitude $123^{\circ}29'$ E.

September 21st

A. M. Squally weather with strong wind
at 8¹/₂ O'clock reefed Main-top-sail and
doubled reefed Fore-top-sail. and furled
it. also furled the Mainsail.

P. M. at 1¹/₂ O'clock hauled Fore sail.
at 3¹/₂ O'clock carried away Main top-sail and
Fore-top-mast-staysail. Laid to during
the night. under bare Poles.

Remarks on board the Barque

September 22^d

A.M. Weather more moderate. at 6 o'clock bent Main topsail and Fore top mast staysail. Took out reefs and set Main-top-gallant-sail.

P.M. Wind increasing called all hands close reefed Topsails. at 8 laid the Ship to under close reefed Main top sail and fore top Mast staysail at 5 carried away staysail called all hands took in Topsail. Laying to under Bare poles, 10 o'clock more moderate wore Ship set Fore-sail and close reefed Topsail. Very heavy Cross sea running.

Hongqua from Banagawa to Hong Kong

September 23rd

A.M. Weather more moderate. at 8^{1/2}
set all sail. Saw a large Barque
to the leeward. P.M. Weather fine and
clear. the People employed Variously.
Latitude $23^{\circ}40' N$. Longitude $118^{\circ}10' East$.

September 24th

A.M. Weather pleasant. at 6 O'clock
sent up the Royal Yards.

P.M. at 6^{1/2} O'clock heavy squall.
with considerable rain at 10 o'clock in
top gallant sails and Royals. at 12
double reefed the Topsails. hauled Main and
Latitude $23^{\circ}46' N$. Longitude $117^{\circ}51'45'' East$.

Remarks on board the Barque Hongqua
from Kanagawa to Hong Kong.
September 25th

A.M. Weather cloudy with some rain.
at 6 O'clock shook out rees. at 10
made all sail.

P.M. Fine weather. People employed
in getting up chains and getting
anchors ready. at 4 O'clock the Rock
Pearl Branco bearing S. distant 6 Miles.
at 5 took a Pilot at 9 O'clock heavy
squalls took in top gallant sails.

September 26th

A.M. Fine pleasant weather. at 8 O'clock
came to an anchor in Hong Kong.
at 10 hoisted up the damaged sails
to dry. P.M. Took down the sails
got up water casks and coiled away
the hauling lines.

Remarks on board the Berque Tongia
at the Port of Hong Kong. *****

September 27th

This day fine clear weather. The
people employed variously. P.M. Sent
down Top-gallant and Royal Yards.

September 28th

This day fine clear weather. The
hands employed in scrubbing Ship
inside and out. also oiling the Masts.

September 29th

This day fine pleasant weather.
The Starboard Watch ashore on Liberty.

September 30th

This day fine clear weather. Night breeze
The crew employed variously.

Remarks on board the Barque
October 1st

This day cloudy weather. The crew
employed in fitting block straps.

October 2nd

This day moderate weather. The crew
employed variously. So ends this day.

October 3rd

This day pleasant weather. The crew
employed in fitting Block straps &c
The Carpenters employed in unhang-
ing the Rudder. So ends this day.

October 4th

This day fine clear weather. The
hands employed variously in the rigging.
Carpenters employed caulking ship
outside also putting in new Planks.

Hongqua at the Port of Hong Kong
October 5th

This day moderate weather, with strong breezes most of the day. The crew employed variously in the Rigging. Caulkers employed outside.

October 6th

This day squally weather with strong breezes. The Port Watch ashore on duty.

October 7th

This day pleasant weather with strong winds. The crew employed Scraping Masts and fitting Rigging.

October 8th

This day pleasant weather. The hands employed in Scraping iron. Horn plates.

Remarks on board the Barge

October 9th

First part of this day fine clear weather. Latter part Squally and rainy. The hands employed variously.

October 10th

This day fine clear weather. A.M. The crew employed in painting the Starboard side. P.M. In scraping the port side.

October 11th

This day pleasant weather. The crew employed in painting Ship's outside.

October 12th

This day pleasant weather. with strong wind. The crew employed painting Ship. also doing a little Varnishing

Houqua in the Port of Hong Kong
October 13th

This day fine clear weather, and quite cool.
The Harbord Watch ashore on Fieberg.

October 14th

This day thick cloudy weather with some
Rain. The crew employed in various small jobs.

October 15th

This day thick cloudy weather with
considerable rain during the first part of
the day. The crew employed variously.
The Carpenters at work rigging the Pukeh.

October 16th

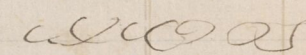
First part of this day fine weather.
Later cloudy. The hands employed repairing
the Fore-Sail. The Carpenters at
work on the Main-deck. Caulkers at
work caulking up seams on the Bottoms.

Remarks on board the Barque

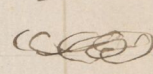
October 17th

This day fine clear weather and quite warm. The hands employed variously.

October 18th

This day fine pleasant weather. The hands employed variously. 

October 19th

This day fine clear weather with light breezes. P.M. hoisted up. set the Fore top sail and Foresail and went in shore to load. P.M. Crew employed variously. 

October 20th

This day fine clear weather. The Port Watch ashore on Liberty.

Shanghai at the Port of Hong Kong.

October 21st

This day fine clear weather.
The crew employed cleaning cabin
work inside. Also painting on Deck.

October 22nd

First part clear. Crew employed
varnishing the decks. Latter part
dark and cloudy with rain.
So ends this day.

October 23rd

First part of this day rainy. Latter
fine clear weather. Crew employed variously.
This day discharged five of the crew.

Remarks on board the Barque

October 21st

This day fine clear weather with light breezes. The hands employed bending sails. So ends the 24th

October 25th

This day fine clear weather with light breezes. The crew employed variously.

October 26th

This day dark and cloudy weather. The hands employed variously.

October 27th

This day thick and cloudy weather.

This day three hands ashore on liberty.
So ends these 24 hours

Hongkong at the Port of Hong Kong

October 28th

First part of this day fine clear weather. Latter cloudy. A.M. The hands employed variously. P.M. Tashed the spars and dropped the ship down to Green Island.

October 29th

This day fine clear weather. with stiff breezes. at 1 O'clock got underway with light breezes and clear weather. Course S. Wind E.N.E.

October 30th

This day fine clear weather. with pleasant breezes. The hands employed variously. Latitude $21^{\circ}38'N$. Longitude $114^{\circ}45'45''E$. Course S. Wind S.E.

Remarks on board the Barque

October 31st

This day pleasant weather. with strong
wind. The hands employed repairing flag.
Latitude $22^{\circ} 07' N.$ Longitude $115^{\circ} 28' East.$
Course N.E. Wind E.N.E.

October 1st Nov

This day fine clear weather with pleasant
weather. The hands employed getting out
provisions. also repairing signals.
Latitude $22^{\circ} 42' N.$ Longitude $115^{\circ} 50' 15'' East.$
Course N.E. Wind E.N.E.

November 2^d

This day fine clear weather. with
strong breezes. The hands employed variously
Latitude $22^{\circ} 21' N.$ Longitude $116^{\circ} 46' 45'' East.$

Kouqua from Japan to Kanagawa.

November 3^d

Greater part of this day fine clear weather with fine breezes. Remainder cloudy with some rain.

Latitude $31^{\circ}30'$ N. Longitude $119^{\circ}30'15''$ East.

Course made E by S $\frac{1}{2}$ S. Wind N.N.E.

November 4th

During this day fine clear weather.

at night cloudy. The hands employed

Latitude $20^{\circ}48'$ N. Longitude $120^{\circ}31'$ East.

Course E.N.E. Wind N.N.E.

November 5th

First part squally. latter clear. The hands employed fitting the Fore top gallant Mast stay which we parted.

Latitude $20^{\circ}34'$ N. Longitude $121^{\circ}46'$ East.

Course E.N.E. Wind N.E. by E.

Remarks on board the Barge
November 6th

This day fine clear weather with light
airs and calms. The hands employed ^{working}
Latitude $20^{\circ}44'$ N. Longitude $122^{\circ}14'$ East.
Course N.E. by E. Wind S.E.

November 7th

This day fine clear weather with light
breezes and calms. The crew employed
making mats for the Top-mast Riggings.
Course S.E. by E. Wind S.E. by E.
Latitude $21^{\circ}20'$ N. Longitude $122^{\circ}45'15''$ East.

Houqua from Hong Kong to Panagawa.
November 8th

Greater part of this day fine clear weather with strong winds. remainder squally weather with heavy showers & rain at 9 am. called all hands to send down Main Top gallant and Royal Yards also the Main Top gallant mast which was broken in on the sheave holes. Latitude 22° 13' N. Longitude 121° 51' East. Course N.E. by E. Wind S.W. by S.

November 9th

This day thick and hazy weather. Thick under single reefed Topsails. at 10 A.M. carried away the jib, called all hands to bend a new one. The hands employed fitting stump Top gallant mast. Latitude 23° 15' N. Longitude 121° 35' East.

Remarks on board the Barge

November 10th

This day pleasant weather. with fresh breezes. The hands unemployed.

November 11th

First part pleasant weather. middle squally and rainy. remainder clear. all hands engaged from 8 o'clock A.M. until 2 P.M. in sending up Top gall^{ies} mast. Bird's Nc.

Course N.E. by E. Wind S.E.

November 12th

This day thick and squally weather with strong wind. at 3 o'clock P.M. took in all light sails. The hands employed variously. at 11 o'clock clear made all sail.

Latitude $25^{\circ} 54' N$. Longitude $124^{\circ} 45' East$.

Course N.E. Wind N.E. by E.

Kouqua from Hong Kong to Kanagawa.
November 13th

This day thick and squally weather
with rain. at 11 $\frac{1}{2}$ O'clock A.M. took
on all light's sails.

Course N.E. Wind E.N.E.

November 14th

This day squally weather with strong wind.
The Crew employed repairing the jib.

Latitude 28° 24' N. Longitude 125° 54' 30" E.

Course N.E. Wind N.N.W.

November 15th

This day fine clear weather with
fresh breezes. The Crew employed
mending jib and making mats.

Latitude 29° 43' N. Longitude 129° 39' 15" East

Course N.E. Wind N.N.W.

Remarks on board the Barque

November 16th

This day pleasant weather with strong winds. at 3 O'clock A.M. took in light sails, and double reefed the Topsails. at 12 A.M. close reefed the Topsails and hauled the Mainsail. Very heavy cross sea. Latitude $31^{\circ}44'N$. Longitude $133^{\circ}23'E$. Course N.E. Wind W.N.W.

November 17th

This day pleasant weather, with strong winds. at 6 O'clock A.M. made all sail. at 9 called all hands took in all light sail and double reefed the Topsails. at 1 P.M. made all sail. at 4 called hands took in light sails and double reefed the Topsails.

Latitude $33^{\circ}39'N$. Longitude $136^{\circ}24'30''W$

Course N.E. & E. Wind N.N.W.

Houqua from Hong Kong to Sanagawa

November 18th

First part cloudy. Latter cloudy and
raining. with strong winds.

Course N.E. Wind from N. to N.E.

November 19th

First part thick and cloudy with rain.
Latter fine clear weather. with fresh breeze.
The crew employed making mats.

In the afternoon got up the Charnis
and got the anchors over the Board.
Latitude $34^{\circ}30'$ N. Longitude $138^{\circ}34'30''$ East.

Course N.E. Wind S.W.

November 20th

This day fine pleasant weather. with
strong wind. at 10 O'clock took in all
light sail. at 11 O'clock double reefed
the Top sails.

Remarks on board the Barque

November 21st

Commenced this day with cloudy weather. and strong wind. Ended with fine clear weather and light breezes. at 7 O'clock A.M. wore Ship and set the heavy fore and aft sails. and at 10 O'clock shook out reef out of the Topsails. at 11 O'clock shook out the other reef and made all sail. at 4 O'clock P.M. came to in the Harbour. at 5 stowed sails. and cleared the decks. at 6 O'clock set the Watches. and pumped Ship. The Ship leaking badly. has been so for 20 days.

Wind from N.E. to E.

Kouqua at the Port of Managawa

November 22^d

This day fine clear weather. A.M. got
up Cargo pennant and discharged few
samples. P.M. sent down Main Top gallant
Yard and Top gallant mast. The Japanese
pumping all day to keep her free.

November 23^d

This day fine pleasant weather with
light breezes. The Crew employed getting
up water and discharging some Cargo.

November 24th

First part fine clear weather. Latter
raining. The Harboard watch ashore & City

November 25th

This day fine clear weather. Crew
employed discharging cargo. also
loosed sails dired and furled them.

Remarks on board the Barge
November 26th

This day fine clear weather with
strong wind. The crew employed
breaking out and discharging some.

November 27th

This day fine clear weather. The
crew employed discharging cargo.

November 28th

This day fine clear weather.
and quite cool. The crew employed
discharging cargo.

November 29th

This day fine clear weather quite
cool. The crew employed dischar-
ging tin and clove.
So ends this day

Houqua in the Port of Kanagawa.
November 30th

This day fine clear weather. quite warm.
As being a holiday ashore. the crew
have been unemployed.

December 1st

This day dark and cloudy weather
with some rain. The Port watch ashore
on liberty. So Ends this day.

December 2nd

This day dark rainy weather.
Being rainy nothing has been going on.

December 3rd

This day fine clear weather. The hands
unemployed during the day.

Remarks on board the Barge
December 4th

This day fine clear weather. Strong
wind. The hands employed repairing
sails. also discharged some Cargo.

December 5th

This day fine clear weather. The
Crew employed discharging and
taking in Cargo. So ends this day.

December 6th

This day fine weather. The Crew
employed discharging and receiving
Cargo. So ends this day.

December 7th

This day fine clear weather.
Employed discharging Cargo. also
taking in Cargo.

HOODA
HOODA

Houqua in the Port of Kanagawa

December 8th

This day fine clear weather. The crew unemployed. Harbored watch ashore

December 9th

This day fine clear weather. The crew employed stowing cargo

December 10th

This day pleasant weather. The crew employed stowing cargo. also taking in tea & Coals this day

December 11th

This day moderate weather. The crew employed discharging. and taking in Cargo

December 12th

This day fine clear weather. Crew employed taking in Cargo.

HOQUA
HOQUA

Remarks on board the Barge
December 13th

This day fine clear weather. The Crew
employed stowing Cargo.

December 14th
First part rainy. Latter fine. Crew
employed clearing out the tween decks.

December 15th
This day fine clear weather. Took
on 250 Chests of Tea. afterwards
put watch ashore on liberty.

December 16th
First part clear. Latter cloudy.
Employed Stowing Tea in Fore peak & making
preparations for Linding up Main Top gallant Mast.
Sails this 24 Hours

Alouqua lying in the port of Sanagawa

December 17. 1861.

Begins with thick rainy weather & light winds
quit stowing tea on account of rain & cleared
up the decks.

December 18th


This day fine clear weather. all
hands employed stowing tea.

December 19th

This day fine clear weather. all
hands taking in tea.

December 20th

This day fine clear weather all
hands employed stowing and taking
in tea



Remarks on board the *Bergue*

December 21st

This day fine clear weather.
The hands employed stowing tea
Also work in 45th chests.

December 22nd

This day fine clear weather.
The Starboard watch ashore on liberty.

December 23rd

This day thick and rainy weather.
The crew employed stowing tea.

December 24th

This day fine clear weather. A.M.
All hands employed stowing tea.
P.M. Employed taking in 300 chests of tea.
So ends this day.

Hongwa at Kanagawa, Japan.

December 25th

This day pleasant weather with strong wind. The crew employed stowing Tea.
So ends our merry Christmas.

December 26th

This day fine clear weather. The crew employed clearing up Decks. Lashing ^{Tea} boxes.

December 27th

This day fine clear weather with light breeze. The crew employed clearing decks. Taking in Horses and other live stock. Preparing to go to sea. So ends this day.

December 28th

This day moderate weather with light breeze. At 10 O'clock A.M. got under weigh with E. M. Dorr Esq., U. S. Consul at Kanagawa. So ends this day.

Remarks on board the Barque

Pacific Ocean Dec 29th

Commenced this day with thick and cloudy weather with strong wind, at 2 O'clock A.M. took in Main T'oyal and Stay sails. at 12 $\frac{1}{2}$ P.M. called all hands and took in Top-gallant-sails, and double reefed the Main Top-sail and Close reefed the Fore Top-sail. So Ends this day.

December 30th

This day squally weather with strong wind. at 2 A.M. set sail. at 10. called all hands took in light sail. and double reefed the Top-sails. at 6. shook out reef and set Main Top-gallant sail. So Ends this day.

Houqua from Kanagawa to Hong Kong
December 31st

This day thick and squally weather.
at 2 O'clock P.M. took in all light
sails. at 4 called all hands and
double reefed the Topsails. at 5 close
reefed both Topsails and hauled Main-
sail. at 6 furled Fore-sail. gale increas-
ing. Latitude $29^{\circ}45'N$. Longitude $132^{\circ}36'15''E$.
Course S.W. Wind W.S.W.

January 1st 1862.

This day thick and squally weather.
with strong wind. at 3 O'clock A.M.
furled the Fore-Top-Sail. and laid the
Ship to. Very heavy sea running.
at 5 P.M. shook out one reef in each
Top-sail. set fore-sail. Mainsail fiddle
at 8 shook out reefs and made
sail. Course S.W. Wind W. to W.S.W.

Remarks on board the Barque

January 2^d 1862

This day squally weather. with light wind
at 5 O'clock P.M. took in all light sail.
at 6 took in Top-gallant sails Flying jib &c.
at 7 double reefed Top-sails. at 8 close-
reefed the Top-sails. at 10 furled Foresail
and Main-sail. So ends this day.

Latitude $28^{\circ}29'$ N. Longitude $132^{\circ}03'15''$ E.

January 3^d

This day fine weather. with strong wind.
at 8 O'clock P.M. set Fore Sail. Main-sail
jib. Spanker &c. at 4 O'clock shook out
the reefs. at 11 P.M. set Top-gallant sails.

Latitude $27^{\circ}35'$ N. Longitude $131^{\circ}01'30''$ E.

Course W & N. Wind N.

Hongro from Managawa to Hong Kong

January 4th

Commenced this day with cloudy weather and fresh breezes. set Main Top-gallant sail & Spanker. At 1 O'clock A.M. set Fore top gallant sail. Gaff Top sail and Staysails. Long Plane bearing South distant 20 miles.

Course W by N. Wind N.E.

January 5th

Commenced this day with cloudy weather and strong wind. at 10 O'clock A.M. took in Main Royal. Fore top gallant sail and Staysails. at 1 O'clock P.M. took in Main Top gallant sail.

Course N by W. Wind N.E.

Remarks on board the Barque

January 6th

This day fine pleasant weather. A.M.
set all sail. at 11 took in all light
sail. at 1 P.M. took in Fore top
gallant sail. So ends this day.

Latitude $25^{\circ}32'$ N. Longitude $42^{\circ}32'$ East.

Course S.W. by W. Wind N.E.

January 7th

This day pleasant weather with fresh
breezes. at 12 $\frac{1}{2}$ O'clock double reefed
the Fore top. sail. at 9 A.M. I hoisted
out reefs and made sail.

Course S.S.W. Wind N.E.

Latitude $23^{\circ}40'$ N. Longitude $111^{\circ}44'$ East.

Hongqua from Kanagawa to Hong Kong.

January 8th
This day Pleasant weather. with moderate
breezes. at 2 O'clock P.M. took a Pilot
at 10³ O'clock hauled in all light sail.
clued up the Top sails and courses and
brought the ship to an anchor to the
back of Victoria Island. To end this day.

January 9th
This day fine Pleasant weather. with
light sail. at 6 O'clock A.M. got
underweigh. at 11 O'clock came to an
anchor in Hong Kong. afterward sent
up and poe Tackles and discharged a
few Bales and Boxes. To end this day.

Remarks on board the Barge

January 10th
This day fine clear weather with light
breezes. A.M. employed discharging Hoses.
Hay &c. P.M. employed taking in copper
and washing decks. So ends this day.

January 11th
This day fine clear weather with
light breeze. at 6 O'clock A.M.
got underway for Whampoa. at 3
O'clock came to an anchor. at 4
hove up and made sail. at 12
came to an anchor again.

January 12.
This day fine weather with light
breeze. at 4 O'clock got underway.
at 12 came to. at 4 got underway.
at 11 came to. with Ebb Tide.

Whampoa
Hongqua in the Port of Whampoa

January 13th
This day fine clear weather with
light breezes. at 6 O'clock A.M. got
underweigh. at 12 O'clock came to in
Whampoa Harbor. P.M. employed washing
decks. So Ends this pleasant day.

January 14th
This day cloudy weather with fresh
breezes. A.M. the crew employed scrubbing
ship. P.M. sending up Cargo pennants.
filling water Tanks. &c. So Ends this day.

January 15th
This day thick and rainy weather.
The crew employed scraping ship.

January 16th
This day fine pleasant weather.
The crew employed scraping ship.

Remarks on board the Barge

January 17th
This day fine clear weather.
The Crew employed Scraping ship

January 18th
This day fine pleasant weather
with light breezes. The Crew
employed Scraping the Ship inside
So ends this day.

January 19th
This day thick and cloudy
weather. The Port Watch ashore
on liberty. So ends this day.

January 20th
This day thick and cloudy
weather. The Crew employed
Scraping Ship outside.
So ends this day.

Barge

Kongwa in the Port of Whampoa.

Ship

January 21st
This day fine clear weather.
Unbent the Fore and aft sails.
The hands Employed scraping on side

side

January 22nd
This day fine clear weather.
The Crew employed, scraping, unbending
sails. preparing to send down
the Fore top gallant mast.

Fore

January 23rd
This day fine clear weather.
Sent down Top gallant yards.
Fore and main top gallant Masts.
and rigged in the fore booms.

Remarks on board the *Barge*

January 24th
This day fine clear weather. The
hands employed scraping ship
and pounding Iron cast.

January 25th
This day thick and cloudy weather.
The hands employed scraping and
pounding Iron cast. at 6 O'clock
P.M. hauled the ship on the
dry dock for repairs.

January 26th
This day fine clear weather.
The Starboard watch ashore on *Liberty*.

January 27th
This day thick & rainy weather.
Crew employed pounding Bob Stays.

Barge
Houqua in the Port of Wampoa.

January 28th
This day fine weather. Crew employed
picking up Copper.

January 29th
This day cloudy weather. Very cold
Crew employed picking up Copper
So ends this day.

January 30th
First part clear. Later cloudy & cool.
This day all hands ashore on Liberty.

January 31st
This day fine clear weather.
Caulkers go to work outside.
Hands employed picking
up Copper on the Dock.
So ends this day.

Remarks on board the Barque

February 1st

This day fine clear weather.
The Hands Employed watching
Copper. So ends this day.

February 2^d


This day cloudy weather.
The Port Watch ashore on Liberty.

February 3^d

This day cloudy weather.
The Hands Employed watching.

February 4th

This day fine clear weather.
The hands Employed watching.
Copper. So ends this day.



Barge

Houqua in the Port of Wampoa

February 5th

This day fine clear weather.
Crew employed rigging out jib boom
setting up the rigging.
at 2 P.M. hauled out of Dock
and moved to Hunt's Quay.

Liberty.

February 6th

This day fine clear weather.
Crew employed rigging jib boom
setting up stays.

thing.

February 7th

This day fine clear weather.
sent up Top gallant mast
and top gallant and royal
yards.

er.
ing.

Remarks on board Barge

February 8th

Fine clear weather. Crew
employed setting up Top gallant
rigging. Seizing off & C.

February 9th

This day fine clear weather.
The Starboard watch ashore on Liberty

February 10th

This day fine clear weather.
Crew employed Tarring & C
also packing down main rigging.

February 11th

This day fine clear weather
Crew employed setting down
Main rigging. Scraping Stars & C.

Thouqua at the port Whampoa

February 12th

This day fine clear weather.
Crew employed ratchling down rearing.
Scraping spars &c. To end this day

February 13th

This day fine clear weather.
Crew employed setting up rigging
fore top mast Back stays &c.

February 14th

This day fine clear weather.
Crew employed setting up main
top mast Back stays. &c.

February 15th

This day fine clear weather.
Crew employed scraping spars.
and various jobs of ship's duty.

Remarks. on board Barque

February 16th

This day fine clear weather.
Bot. Watch ashore on Liberty.

February 17th

This day fine clear weather.
The Crew employed Scraping, tarring
&c. So Ends this day.

February 18th

This day fine clear weather.
The Crew employed Scraping
Tarring Oiling &c So Ends this day.

February 19th

This day fine clear weather
The Crew employed Scraping &c
This day finished Scraping
the mast. So Ends this day.

Houqua in the Port of Hampton

February 20th

This day cloudy weather.
A.M. Sent down the Fore Yard:
and Fore Royal Yard to scrape
them. So Ends this day.

February 21st

This day fine clear weather.
Sent the Fore top gallant
and Topsail Yards aloft:
Crew employed scraping Yards.

February 22^d

This day fine clear weather.
This day sent the Main
Yard on deck to scrape it.

Remarks on board the
February 23rd

This day fine clear weather.
Starboard watch ashore on Evening

February 24th
This day fine clear weather.
Sent down the Main Top gallant
and Royal Yards to Scrape.
P.M. sent them up and
rove the gear. So ends the day.

February 25th
This day cold clear weather.
A.M. sent down the Main Yard
on deck ~~to~~ Scrape. P.M. sent
the Main Top gallant Yard
up. So ends this day.

Barge Houqua at Whampoa

February 26th

This day fine clear weather.
sent the Fore top Mast- Studding
sail booms abt. 5 o'clock down the
fore mast and all head Yards.

February 27th

This day cloudy rainy weather.
The hands employed scrubbing ship

February 28th

This day fine clear weather.
The hands employed painting ship

~~February 29th~~

1862.

Remarks on board the Barque

March 1st.

First part rain. Middle clear.
 Latter rain. The hands employed
 painting, pounding Chains &c.
 So ends this day.

March 2nd.

This day dark and cloudy
 weather. with rain. The Port-
 watch ashore on Liberty.

March 3rd.

This day dark and cloudy
 weather with rain. The hands employed
 scraping Spar. Strapping Blocks &c
 in the tween decks.
 So ends this day.

1862.

Barge Hongqua in the Port of Whampoa.

March 4th

This day dark and cloudy weather with rain. The hands employed down in the 'tween decks. Strapping Spars. Strapping Blocks & So ends this day.

March 5th

This day dark and cloudy with rain. A.M. hands unemployed. P.M. employed repairing Sails.

March 6th

This day fine pleasant weather. The hands employed painting. So ends this day.

Remarks on board the Barque

March 7th

This day fine clear weather. The
Crew employed painting inside.
Three barrels ashore painting water. *Cast*

March 8th

This day fine pleasant weather.
Crew employed mending sails.
So ends this day.

March 9th

This day pleasant weather.
The Starboard watch ashore on liberty.

March 10th

Commences with unsettled weather.
The Crew employed oiling decks.
Painting mending sails &c.
Ends with fine pleasant weather.

love

Monqua in the Port of Champeira

March 11th

This day fine clear weather.
Crew employed bending sails.
So ends these 24 hours.

March 12th

First part of this day fine weather.
Later cloudy and dark like rain.
Crew employed getting up provisions
Lashing spars &c. So ends this day.

March 13th

This day fine clear weather.
The crew employed lashing water casks.

bedg.

es.

ther.

Whampoa

Journal of Remarks on board

March 14th

This day fine clear weather with light breezes. The crew employed lashing water-casks. Taking in wood provisions and live stock. So ends this day.

March 15th

This day fine clear weather. A.M. crew employed variously. at 4 O'clock P.M. got underweigh. at 8 O'clock came to. So ends this day.

March 16th

At 1 O'clock A.M. got underweigh. at 6 came to and waited for the next tide. at 10 got underweigh but was forced to come to again. at 4 O'clock got underweigh again. at 6 P.M. came to and laid during the night. Night breezes all day.

the Barque Hongqua at Whampoa
Hong Kong
March 17th

This day fine clear weather with
fresh breezes. at 2 O'clock A.M.
got underweigh and proceeded down
the river. at 4 O'clock P.M. came
to in Hong Kong Harbour. To end this
day

March 18th
This day fine pleasant weather with
light winds. at 12 O'clock A.M.
got underweigh and proceeded to sea
at 2 O'clock set S. I. Mast and
lower Studding sails. Wind E.S.E.

Remarks on board the Berque

March 19th

This day fine clear weather. with
fresh breezes. Crew employed securing
wood &c. Course S by E. Wind E.
Latitude 19° 11' N. Longitude 114° 31' 45" E

March 20th

This day fine clear weather. with light
breezes. The Crew employed variously.
Latitude 16° 19' N. Longitude 114° 37' E.
Course S by E. Wind N.

March 21st

This day fine clear weather. with light
breezes. The Crew employed variously.
Latitude 14° 40' N. Longitude 113° 35' E.
Course S by W. Wind N. E.

Berque

with
increasing
45° E

light
43° E

light
43° E

Hongqua in the China Sea

March 22^d

This day fine clear weather with
light winds. Crew unemployed.

Latitude $13^{\circ} 11' N$. Longitude $111^{\circ} 49' 15'' E$.

Course S.W. by S. Wind N.E.

March 23^d

This day fine clear weather. with light
winds. Set all the Fore top mast stays.

Latitude $11^{\circ} 15' N$. Longitude $110^{\circ} 26' 30'' E$.

March 24th

This day fine clear weather. with pleasant
breezes. Crew employed variously.

Latitude $8^{\circ} 33' N$. Longitude $109^{\circ} 25' 15'' East$

Course S.S.W. $\frac{1}{2}$ W. Wind N.N.E.

Remarks on board the Barque

March 25th

This day fine clear weather. with pleasant breezes. Crew employed variously. Course S.W. $\frac{1}{2}$ S. Wind N.E.
Latitude $6^{\circ}16'$ N. Longitude $107^{\circ}41'30''$ East.

March 26th

This day fine clear weather. with light breezes. Crew employed making mats.
Latitude $4^{\circ}11'$ N. Longitude $107^{\circ}09'$ East.

March 27th

This day fine pleasant weather. with light airs. Crew unemployed.
Latitude $2^{\circ}55'$ N. Longitude $106^{\circ}51'10''$ East.

Hongqua in the China Sea.

March 28th

This day fine clear weather. with light breezes. Crew employed making mats.
Latitude 1° 11' N. Longitude 106° 50' 15" East.
Course S. Wind N. $\frac{1}{2}$ W.

March 29th

This day fine clear weather with light winds. A.M. Crew employed making mats. P.M. Putting up Chairs. Anchors.
Latitude 34' South. Longitude 107° 05' East.
Course S. Wind N. $\frac{1}{2}$ W.

March 30th

This day fine clear weather with light winds. Wind N by W.

Remarks on board the Barque

March 31st

First part clear. latter squally.
with light winds. Crew employed
working ship. Winds N to W. N. W.

April 1st

First part of these 24 hours squally.
with rain. Middle and latter clear.
with strong breezes. Wind S. E.

April 2nd

This day pleasant weather with strong
breezes. at 11 A.M. passed a Steamer.
steering N.E. Course S by W & N. by S.
Latitude $4^{\circ} 22' S$ Longitude $106^{\circ} 29' 15''$ East.
Course and distance to Anjer.
Course S by W. Distance 106 miles.

Monquá in Strait Gaspar. Linda &c

April 3^d

This day fine pleasant weather with light breeze and calms. at 2 P.M. let go the anchor, at 8 called all hands and got underweigh.

April 4th

This pleasant weather. with light winds and calms. at 8 P.M. came to an anchor. Clewed up all light sails and stowed them.

April 5th

This day fine clear weather with light breezes. at 5 O'clock A.M. called all hands and got underweigh Employed washing decks and clearing up for sea.

Remarks on board the Barge

April 6th

This day fine clear weather with light breezes. got underweigh and proceeded to sea. It ends this day.

April 7th

This day fine clear weather with light breezes. Crew employed unbending chains. Hauling anchor &c. Clearing the decks. Latitude $6^{\circ} 41' N$. Longitude $104^{\circ} 04' East$. Course S.W. toward E to S.E.

April 8th

This day fine clear weather, with light winds. Nothing doing of any note. Latitude $7^{\circ} 19' N$. Longitude $102^{\circ} 59' East$. Course S.W.

Barque
Kongra in the Indian Ocean.

with
and
this day
April 9th

This day fine clear weather with pleasant breezes. A.M. set studding sails for S.E.
Course S by E. Wind S.E.

light
bars.
icks.
East.
28
April 10th

This day fine clear weather with pleasant breezes. Nothing doing worthy of note.
Latitude $9^{\circ}02' S$. Longitude $102^{\circ}05'15'' E$.
Course S by E. Wind S.E.

light
to.
29 East
April 11th

This day fine clear weather with pleasant breezes. Hands employed variously.
Course S by E. Wind S.E.

Remarks on board the Barque

April 12th

This day fine clear weather with moderate breezes. Crew employed variously.
Latitude $12^{\circ}19' S$ Longitude $98^{\circ}14' East$.

April 13th

During this day fine clear weather with fresh breezes. Crew unemployed.
Longitude $93^{\circ}41' E$ Latitude $13^{\circ}30' South$.
Course $W by S \frac{1}{2} S$ Wind SE .

April 14th

This day fine clear weather with fresh breezes. Crew employed variously.
Latitude $14^{\circ}31' S$ Longitude $92^{\circ}29' East$.
Course $W by S \frac{1}{2} S$ Wind SE .

Longua in the Indian Ocean.

April 15th

This day fine pleasant weather with fresh breezes. Crew employed variously.
Latitude $15^{\circ}33'S$. Longitude $89^{\circ}15' East$.
Course W by S. Wind S. by S.

April 16th

These 24 hours had fine pleasant weather with fresh breezes. A.M. hands employed breaking out provisions.
Latitude $16^{\circ}23'S$. Longitude $85^{\circ}43' East$.
Course W by S. Wind S. by S.

April 17th

This day fine clear weather with fresh breezes.
Course and distance to Cape Lagullas.
Course W. S. W. & W. Distance 3600 Miles
Latitude $17^{\circ}14'S$. Longitude $82^{\circ}31' East$.
Course W by S. Wind S. E.

Remarks on board the Barque

April 18th
First part fine clear weather. with
fresh breezes. Latter part, squally
weather. with strong winds.
Latitude $18^{\circ}16'$ S. Longitude $79^{\circ}45'$ East.
Course $N\frac{1}{2}S$. Wind S.E. & S.W.

April 19th
This day moderate weather: with fresh
breezes. Crew employed breaking out stores.
Latitude $19^{\circ}02'$ S. Longitude $75^{\circ}19'$ East.
Course $N\frac{1}{2}S$. Wind E by S.

April 20th
This day fine clear weather. with fresh
breezes.
Latitude $19^{\circ}38'$ S. Longitude $71^{\circ}37'$ East.
Course N. Wind E.S.E.

Houqua in the Indian Ocean.

April 21st

This day fine pleasant weather with
fresh breezes. Nothing going on of note.
Course and distance sailed this day.
Course $N\frac{1}{2}S$. Distance 197 Miles.
Latitude $20^{\circ}02'S$. Longitude $68^{\circ}24'East$.
Course W . Wind E .

April 22nd

This day fine clear weather with moderate
breezes. Crew employed mending top gallant S .
Latitude $20^{\circ}53'S$. Longitude $63^{\circ}26'45''E$.
Course $N\frac{1}{2}S$. Wind E .

April 23rd

This day fine clear weather with light
breezes. Crew unemployed.
Latitude $21^{\circ}16'S$. Longitude $63^{\circ}40'East$.
Course $N\frac{1}{2}S$. Wind ESE .

Remarks on board the Barque
April 24th

This day pleasant weather, with moderate
breezes. Crew employed variously.

Latitude $21^{\circ}39'S$ Longitude $62^{\circ}11'30''$ East.

April 25th
This day fine clear weather, with pleasant
breezes. At 8 O'clock A.M. passed sperm whales.
Latitude $23^{\circ}00'S$ Longitude $58^{\circ}48'30''$ East.
Course W by S. Wind E.S.E.

April 26th
First part squally weather with variable
winds. Latter heavy squalls with rain.
at 4 O'clock P.M. called all hands.
took in all light sails and double
reefed the Topsails. heavy sea running.
Course W by S. Wind S.E.

Wongia in the Indian Ocean.

April 27th

This day weather more moderate.
at 6 O'clock set Mainsail. Mizzen Top Mast.
Staysail &c., at 11 A.M. shook out Reefs.
and set Top-gallant-sails. & Stay sails.
Latitude $25^{\circ} 24' S$. Longitude $53^{\circ} 41' East$.
Course $W \frac{1}{2} S$. Wind S.E.

April 28th

This day dark and squally weather. with
strong winds. at 9 O'clock P.M. took in
all fore and aft sails. and Royals.
Course $W \frac{1}{2} S$. Wind E.N.E.

April 29th

This day thick unsettled weather. with
strong wind. Nothing going on worthy
of note. Latitude by Dead Reckoning.
 $27^{\circ} 34' S$. Longitude $48^{\circ} 27' 30'' East$.
Course W. Wind E.N.E.

Remarks on board the Barque

April 30th

This day thick and unsettled weather.
with strong winds. Crew employed
repairing the Fore top Mast Studding sail
Latitude $28^{\circ}54'$ S. Longitude $44^{\circ}51'15''$ East.
Course W. Wind East.

May 1st

This day fine pleasant weather. with
light breezes. Crew employed making Tonnage
Latitude $29^{\circ}44'$ S. Longitude $42^{\circ}45'$ East.
Course $W\frac{1}{2}S$. Wind E. N. E.

May 2^d

This day fine clear weather. with light
winds. P. M. - all hands on deck bending
Top sails and Courses.
Latitude $29^{\circ}52'$ S. Longitude $41^{\circ}18'$ East.
Course $W\frac{1}{2}S$. Wind E.

Logua in the Indian Ocean.

May 3^d

First part clear, with light breezes.
Later squally with strong winds.
Latitude $29^{\circ}50'$ S. Longitude $41^{\circ}35'30''$ East.
Course W. Wind ~

May 4th

This day thick and rainy weather with
strong winds. at 1 O'clock A.M. double
reefed the Topsail and furlled the Mainsail.
at 8 O'clock P.M. weather more moderate
shook out rig and made all sail.

May 5th

This day fine clear weather with light winds.
A.M. Crew employed variously. P.M.
making Sennit.
Latitude $31^{\circ}42'$ S. Longitude $37^{\circ}27'$ East.
Course N.W. Wind ~

Remarks on board the Barque

May 6th

This day fine pleasant weather with light breezes. Crew making Sennet.

May 7th

This day fine clear weather with nice winds. Crew making Sennet.
Latitude $31^{\circ}48'$ S. Longitude $37^{\circ}51'15''$ East.
Course $W \frac{1}{2} N$. Wind E.N.E.

May 8th

First part pleasant. Middle & latter squally with strong winds. at 12 O'clock A.M. double reefed the Topsails. at 5 P.M. again made all sail.
Course $W \frac{3}{4} N$. Wind

Journal in the Southern Ocean

May 9th 1862.

This day fine clear weather with light air and calms. Crew employed variously.

Latitude $33^{\circ}03' S$ Longitude $31^{\circ}33' East$

Course $N. \& N. Wind$

May 10th

This day fine weather with pleasant breeze. at $10\frac{1}{2}$ O'clock P.M. took in Studding sails. Crew employed repairing sails.

Latitude $33^{\circ}12' S$ Longitude $30^{\circ}44' East$

Course $N. by N. Wind E. N. E.$

May 11th

This day Pleasant weather with strong winds. at 8 O'clock A.M. took in all light sails again set them at 8 P.M.

Nothing more of note
Latitude $33^{\circ}35' S$ Longitude

Remarks on board the Barque

May 12th 1862.

This day fine clear weather with variable winds. Crew employed mending sails and making sennet. Course W by N. Wind S.W.

May 13th

This day fine pleasant weather with light breezes. Crew employed making sennet. Nothing more worthy of note.

May 14th

First part clear weather with light winds. Latter fine weather with strong winds. at 9 A.M. sent down the Fore top gallant sail and bent a new one. at 4 P.M. double reefed the top sails. at 8 P.M. made all sail.

Alouqua off the South Coast of Africa
May 15th

This day fine pleasant weather with
light breezes. The crew employed making
Linnen and in various odd jobs.

Latitude $35^{\circ}00' S$. Longitude $22^{\circ}20'30'' E$.

May 16th

This day pleasant weather with pleasant
breezes. Crew employed variously.

At 5 O'clock P.M. Cape Agulhas
bearing N. by E. dist 55 miles.

Latitude $33^{\circ}16' S$. Longitude $19^{\circ}49' E$.

Course N.W. Wind S.

Remarks on board the Barque

May 17th

First part of this day squally weather. Latter part clear with strong winds. Crew employed variously.
Latitude $34^{\circ} 16' S$. Longitude $15^{\circ} 00' 30'' East$.
Course N.W. by N. Wind S.E.

May 18th

This day fine pleasant weather with fresh breezes. Course made good this day.
Course N.W. by W. Distance 240 miles.
Latitude $32^{\circ} 29' S$. Longitude $11^{\circ} 17' East$.
Course N.W. Wind S.

May 19th

This day fine pleasant weather with light variable winds. Crew employed variously.
At 10 O'clock A.M. by Lunar Observation
Latitude $32^{\circ} 00' S$. Longitude $9^{\circ} 08' East$.

Monqua in the Atlantic Ocean.

May 20th

This day fine pleasant weather. with light variable winds. Crew employed in various jobs of ships duty.

Latitude 31° 20' S. Longitude 7° 05' East.

Course N.W. by N.

May 21st

This day fine pleasant weather. with light breezes. The Crew employed clearing up the decks. Lashing spars. Bards. &c.

Latitude 30° 44' S. Longitude 6° 15' East.

May 22^d

This day thick and squally weather. with strong winds. at 2 A.M. took in all light sail. at 8 double reefed the Topsails at 4 P.M. furled the Mainsail and close reefed the Topsails. at 8 struck out one reef. Course N.N.W.

Remarks on board the Barque

May 23rd

2
First part of this day thick and squally weather. with strong winds. Middle and latter. squally. with strong breezes. at 3 O'Clock P.M. shook out the reef from Mainsail. and one reef out of the Topsails. at 8 P.M. shook out reefs and made sails.

Latitude $28^{\circ}42'$ S. Longitude $4^{\circ}12'30''$ East.

Course N.W. by N. Wind S.W.

May 24th

This day fine pleasant weather. with fresh breezes. at 8 A.M. set standing sails. on port side. Nothing going on worthy of note.

Latitude $27^{\circ}18'$ S. Longitude $2^{\circ}09'30''$ East.

Course N.W. by N. Wind S.W.

Winged in the Atlantic Ocean.

May 25th

This day fine clear weather. with moderate breezes. Nothing worthy of note going on.
Latitude $25^{\circ}39'$ S. Longitude $1^{\circ}55'15''$ W.
Course N.W. by N. Wind S. to S.E.

May 26th

This day fine pleasant weather. with light breezes. A.M. Crew employed setting out Sails. and repairing the Fore-top-sails.
P.M. Employed in various odd jobs.
Latitude $25^{\circ}00'$ S. Longitude $2^{\circ}48'$ West.
Course N.N.W. Wind S.E.

May 27th

This day fine clear weather. with light air.
Crew employed repairing sails.
P.M. sent the Fore-top-sails.
Latitude $24^{\circ}36'$ S. Longitude $3^{\circ}45'$ West.
Course N.N.W. Wind S. to S.E.

Remarks on board the Barque

May 28th

This day fine clear weather, with light breezes. Crew employed repairing sails.
Latitude $23^{\circ}56'S$. Longitude $4^{\circ}30' West$.
Course N. N. W. Wind S. E.

May 29th

First part of this day squally weather.
Middle clear. Latter squally with strong winds.
A. M. Crew employed getting out provisions.
P. M. Crew employed mending Tuzzen Taysail.
Latitude $22^{\circ}37'S$. Longitude $6^{\circ}45'30'' West$.
Course N by W $\frac{1}{2}$ W. Wind S. E.

May 30th

This day fine pleasant weather, with moderate winds. Crew employed variously.
Latitude $20^{\circ}39'S$. Longitude $9^{\circ}24' West$.
Course N. N. W. $\frac{1}{2}$ W. Wind S. E.

Logbook in the Atlantic Ocean.

May 31st

This day fine pleasant weather. with moderate breezes. Crew employed splinting the fore stay. and in various other odd jobs of this day.

Latitude $19^{\circ}22'$ S. Longitude $79^{\circ}33'30''$ West.

Course N. N. W. $\frac{1}{2}$ W. Wind E. to S. E.

June 1st

First part of this day fine pleasant weather. Latter Squally with light breezes.

Latitude $18^{\circ}37'$ S. Longitude $73^{\circ}17'$ West.

Course W. N. W. $\frac{1}{2}$ W. Wind S. E. to N. E.

June 2^d

This day fine clear weather. with light breezes. Crew employed running down rigging &c.

Latitude $17^{\circ}30'$ S. Longitude $72^{\circ}48'15''$ West.

Winds N to N. W.

Remarks on board the Berque

June 3rd
This day fine clear weather.
with light air and calms.
Crew employed rattling down rigging &c.
Course N. N. W. by W.

June 4th
This day fine clear weather with light
breezes. Crew employed rattling down rigging
Latitude $16^{\circ}21' S$ Longitude $13^{\circ}11' West$
Course S. W. by N. Wind S.

June 5th
This day fine clear weather with light
air. Crew employed rattling down rigging
Latitude $15^{\circ}24' S$ Longitude $14^{\circ}35' West$
Course S. W. by W. Wind S. E.

Work in the Atlantic Ocean.

June 6th

This day fine clear weather. with light
breezes. Crew employed rattling down rigging &c.
Latitude $14^{\circ}56'$ S. Longitude $16^{\circ}24'$ West.

Course N. W. by N.

June 7th

This day fine clear weather. with light
variable breezes. The Crew employed
rattling down rigging. &c.

Latitude $14^{\circ}42'$ S. Longitude $16^{\circ}23'15''$ West.

Course N. N. W. $\frac{1}{2}$ W.

June 8th

This day fine pleasant weather.
with light breezes.

Latitude $13^{\circ}24'$ S. Longitude $17^{\circ}59'30''$ West.

Course N. N. W. $\frac{1}{2}$ W. Wind S.

Remarks on board the Barque

June 9th
This day fine clear weather with
pleasant weather winds.
Crew employed in various jobs of ships
Latitude 12° 00' S. Longitude 179° 58' West.
Course N.W. by N. Wind S.

June 10th
This day fine clear weather with light
winds. Crew employed variously.
Latitude 10° 32' S. Longitude 179° 12' 30" West.
Course N.W. by N. Wind S.E.

June 11th
This day fine clear weather with
moderate breezes. Crew employed variously.
Latitude 8° 55' S. Longitude 179° 46' West.
Course N.W. by N. Wind S.E.

Wonga in the Atlantic Ocean.

June 12th

This day fine clear weather, with moderate ^{land} winds.
Crew employed in various odd jobs.
Latitude 9° 19' S. Longitude 27° 15' 45" West.
Course N.W. by N. Wind S.E.

June 13th

First part fine clear weather with
moderate breezes. Later Cloudy.
Crew employed variously.
Latitude at noon 5° 48' South
Course N.W. by N. Wind S.E.

June 14th

This day fine pleasant weather with
pleasant breezes. Crew employed variously.
Latitude 4° 00' S. Longitude 31° 57' 45" West
Ferdinand Narokana Island Bearing
N.W. Dist 8 Miles.

Q Q Q 3

Remarks on board the Barque

June 15th
First and middle part of this
day fine pleasant weather with
light breezes. Latter Squally.
Latitude 2° 18' S. Longitude 33° 46' 15" W.
Course N. N. W. Wind S. E.

June 16th
This day squally weather with light
baffling winds and calms.
The crew employed in various odd jobs
Course N. N. W. No Observation

June 17th
This day fine clear weather with
light breeze and calms.
Crew employed in various odd jobs
A. M. spoke Barque Tom W. Tharler:
from Loando bound to Salem?
Latitude 1° 18' S. Longitude 33° 47' 15" W.

Logua in the Atlantic Ocean

June 18th

This day fine pleasant weather, with light air and Calms.

A.M. Crew employed setting up the Mizzen Top Mast and Top Gallant Backstay. Also splicing the Mizzen top gallant Stay.

P.M. Employed in various odd jobs.

Latitude 31° N. Longitude $36^{\circ} 21' 45''$ West.

Course N by W. Winds Variable.

June 19th

This day thick and squally weather, with light winds and Calms.

Crew employed in various odd jobs.

Latitude $1^{\circ} 05''$ N. Longitude $36^{\circ} 21'$ West.

Course N by W.

Remarks on board the Barge

June 20th

This day fine pleasant weather.
with light airs and calms.

Crew Employed in various odd jobs.

Longitude by Lunar Observation

Long $36^{\circ}09' W$. Latitude $1^{\circ}30' North$.

June 21st

This day fine pleasant weather.
with light airs and calms.

Crew Employed repairing the Mainsail.

Latitude $2^{\circ}25' N$ Longitude $36^{\circ}40' 15'' W$.

Course N.N.W. Wind N.E.

June 22^d

This day fine pleasant weather.
with light breezes

Latitude $3^{\circ}09' N$ Longitude $37^{\circ}11' 15'' W$.

Course N by W. Wind E.

Wouqua in the North Atlantic Ocean.

June 23^d

This day thick and squally weather.
with light airs and calms.

Latitude $4^{\circ}16'N$. Longitude $37^{\circ}14'30''W$.

Course N. Wind —

Variation 2 points West.

June 24th

First part of this day, thick and squally
weather with light airs and calms.

Later pleasant weather with steady breeze.
Latitude $5^{\circ}15'N$. Longitude $37^{\circ}20'W$.

Course N. Wind S. by E.

Variation 2 points West.

Remarks on board the Barque

June 25th

This day thick and squally weather with light airs and calms.

Crew employed in various jobs of Ships duty.
Latitude $6^{\circ}20'$ N. Longitude $37^{\circ}46'$ West.

June 26th

This day fine clear weather with light airs and calms.

Crew employed in mending a Main sail.
Latitude $8^{\circ}06'$ N. Longitude $38^{\circ}26'$ West.
Course N.N.W. Variation 2 pts West.

June 27th

This day fine clear weather with strong breezes. Crew employed repairing Sails.
Latitude $8^{\circ}32'$ N. Longitude $40^{\circ}43'$ West.

Course N.W. Wind N.E.
Variation 2 points West.

Wonga in the North Atlantic Ocean.

June 28th

This day fine pleasant weather.
with strong breezes. Crew employed variously.

Latitude $10^{\circ}49'$ N. Longitude $43^{\circ}46'45''$ W.

Course N.W. Wind N.E.

Course N.W. ^{4/10} Distance 215 miles.

June 29th

This day fine pleasant weather with
strong breezes.

Latitude $12^{\circ}49'$ N. Longitude $47^{\circ}07'$ West.

Course and distance to New York.

Course N.W. by W. Distance 2420 miles.

Course and distance made good 24 hours.

Course N. 58° W. Distance 231 miles.

Remarks on board the Barque.

June 30th

This day fine pleasant weather with light winds. Crew employed repairing sail.
Latitude $14^{\circ}49'N$. Longitude $50^{\circ}02'W$.
Course made N.W. by W. Distance 21 $\frac{1}{2}$ miles.
Variation 1 point West.

July 1st

This day pleasant weather, with fresh breezes. Crew employed repairing the Fore top sail.
Latitude $16^{\circ}20'N$. Longitude $52^{\circ}19'15''W$.
Course N.W. Wind N.E.

July 2^d

This day fine clear weather, with moderate winds. Crew employed in sailing affairs.
Latitude $18^{\circ}21'N$. Longitude $54^{\circ}26'W$.

Wongua in the North Atlantic Ocean

July 3^d

This day fine clear weather with fresh
breezes. Crew employed Throwing up Casks &c.
Latitude $20^{\circ}34'$ N. Longitude $57^{\circ}33'15''$ West.
Course $N. W. \frac{1}{2} W.$ Wind N.E.

July 4th

Enc. a S.W. of a fresh breeze
with squally weather moderate breezes
and plenty of Hauling.
Crew employed scrubbing paint
Mixing paint &c.
Latitude $22^{\circ}22'$ N. Longitude $60^{\circ}42'15''$ West.
Course N.W. Wind N.E.

Remarks on board the Barge

July 5th

This day fine clear weather. with
light breezes. Crew employed painting
down work abft. Scrubbing ship outside
Latitude $23^{\circ}31'N$. Longitude $62^{\circ}54'45''W$.

By Lunar Observations $63^{\circ}11'45''W$.

July 6th

This day fine clear weather. with light airs
and calms.

Latitude $24^{\circ}21'N$ Longitude $63^{\circ}33'West$.

Wonga in the North Atlantic Ocean.

July 7th

This day B. weather. with light breeze.
Crew employed scrubbing ship inside.
Latitude $35^{\circ}08'N$. Longitude $64^{\circ}35'30''W$.

July 8th

This day moderate weather. with light breeze.
Crew employed in various odd jobs.
Course $N. 26^{\circ}W$. Distance 90 miles to N York.
Latitude $26^{\circ}10'N$. Longitude $65^{\circ}23'45''W$.

July 9th

This day thick and squally weather.
with light airs and calms.
Crew employed mixing paints.
Latitude $27^{\circ}03'N$. Longitude $66^{\circ}29'W$.

Remarks on board the Barque

July 10th

This day fine clear weather with
light airs. Crew employed painting ship.
Latitude $27^{\circ}30'N$. Longitude $67^{\circ}27'45''W$.

July 11th

This day fine pleasant weather with
light breezes. Crew employed Lashing Spars.
Painting Anchors and Piling Bars &c.
Latitude $28^{\circ}20'N$. Longitude $68^{\circ}26'W$.

July 12th

This day fine pleasant weather with
moderate breezes. Crew employed painting
houses &c also cleaning bushes. &c &c.
Latitude $29^{\circ}26'N$. Longitude $70^{\circ}24'15''W$.
Course N.W. by W. Wind S.W.

Houqua in the North Atlantic Ocean

July 13th

This day thick and squally weather with
b'k' airs and Calms. a. 3 $\frac{1}{2}$ O'clock A.M.
Carried away the Spanker boom.

During the forenoon rigged up another.
Latitude 31° 14' N. Longitude 71° 33' West.

July 14th

This day squally cloudy weather, with
moderate breezes latter part.

Crew employed in various odd jobs.

Latitude 32° 16' N. Longitude 72° 33' 15" West.

July 15th

This day fine pleasant weather with
moderate breezes. Crew employed variously.

Latitude 33° 14' N. Longitude 73° 57' 45" West.

Course N by E.

Remarks on board the Barque

July 16th

This day fine pleasant weather
with fresh breezes. Crew employed
cleaning Brass work, &c.
at 11 O'clock A.M. passed Schooner
Mary Ann. from Turk's Island bound
to Boston.

Latitude $35^{\circ}30'$ N. Longitude $73^{\circ}30'45''$ West.

July 17th

This day fine pleasant weather. with
light breezes. Crew employed variously.
Latitude $35^{\circ}31'$ N. Longitude $73^{\circ}36'30''$ West.
Course North.

Wingua in the North Atlantic Ocean

July 18th

This day thick and cloudy weather with
strong breezes from E.S.E. at 5 $\frac{1}{2}$ O'clock
A.M. took 2 Pilots from the Washington.
No 4. Latitude at 8 O'clock by Dead Reck.
39° 13' N. Long 13° 31' West.

At 2 O'clock P.M. passed Puerto

Sancti Spiritus July 19. 1863
May I

Sancti Spiritus July 19. 1863

Rep to Mr A. B. Myrick to Spencer
the day the weather was rainy
it began to clear towards night

So ends this day
G.

Frederick G. Stryker

Phoebe G. Starbuck

Nantucket

Mass -

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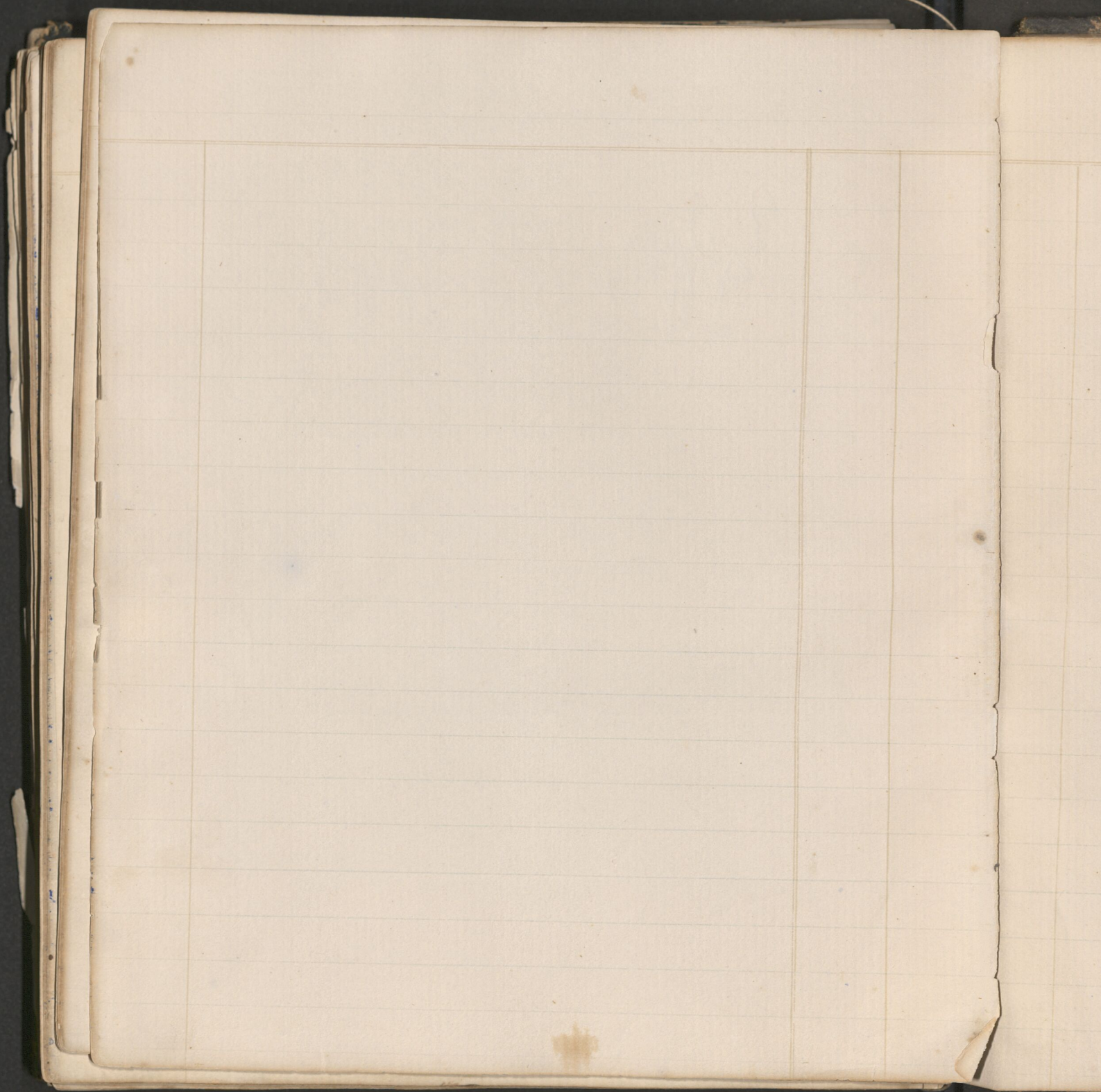
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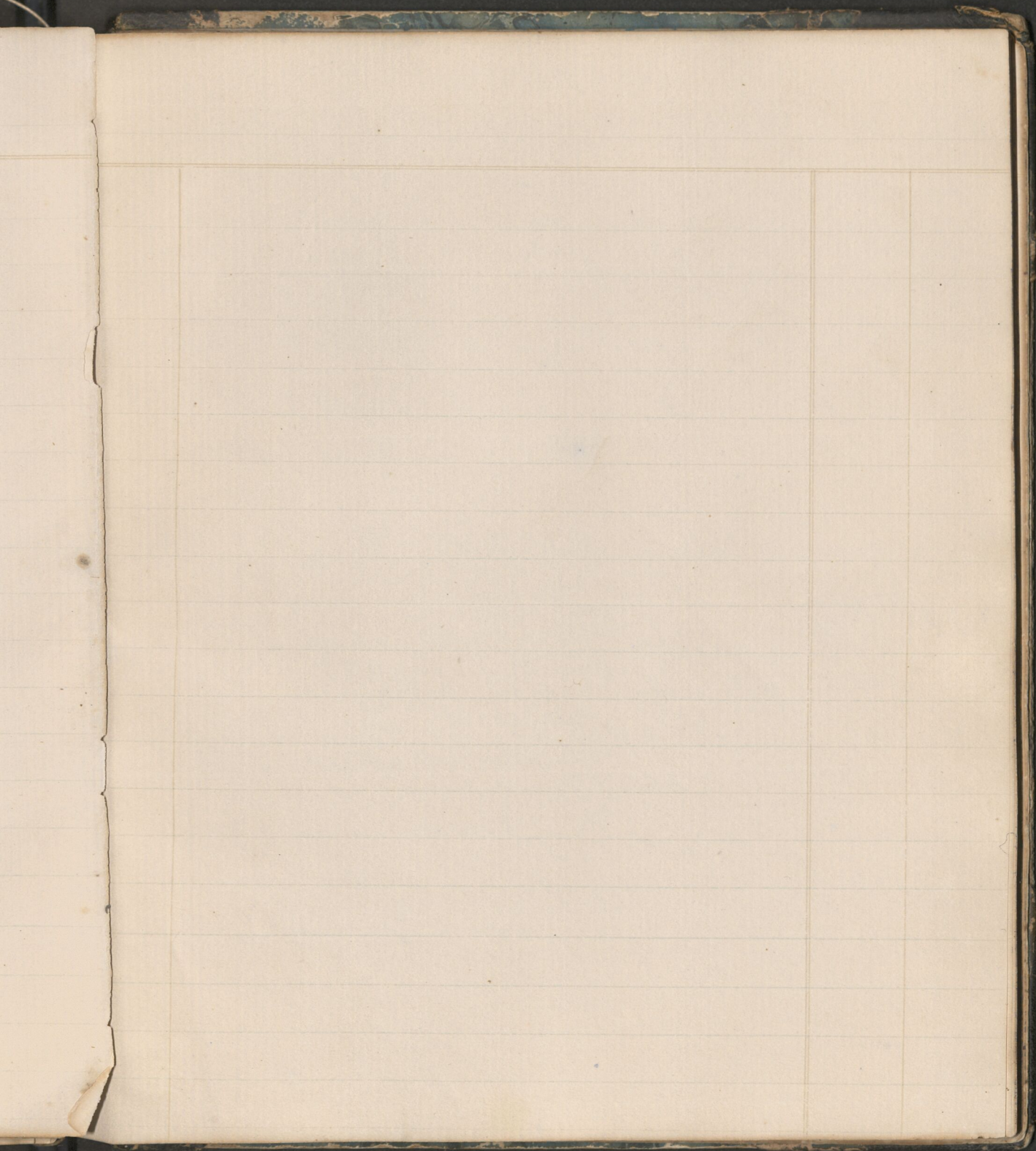
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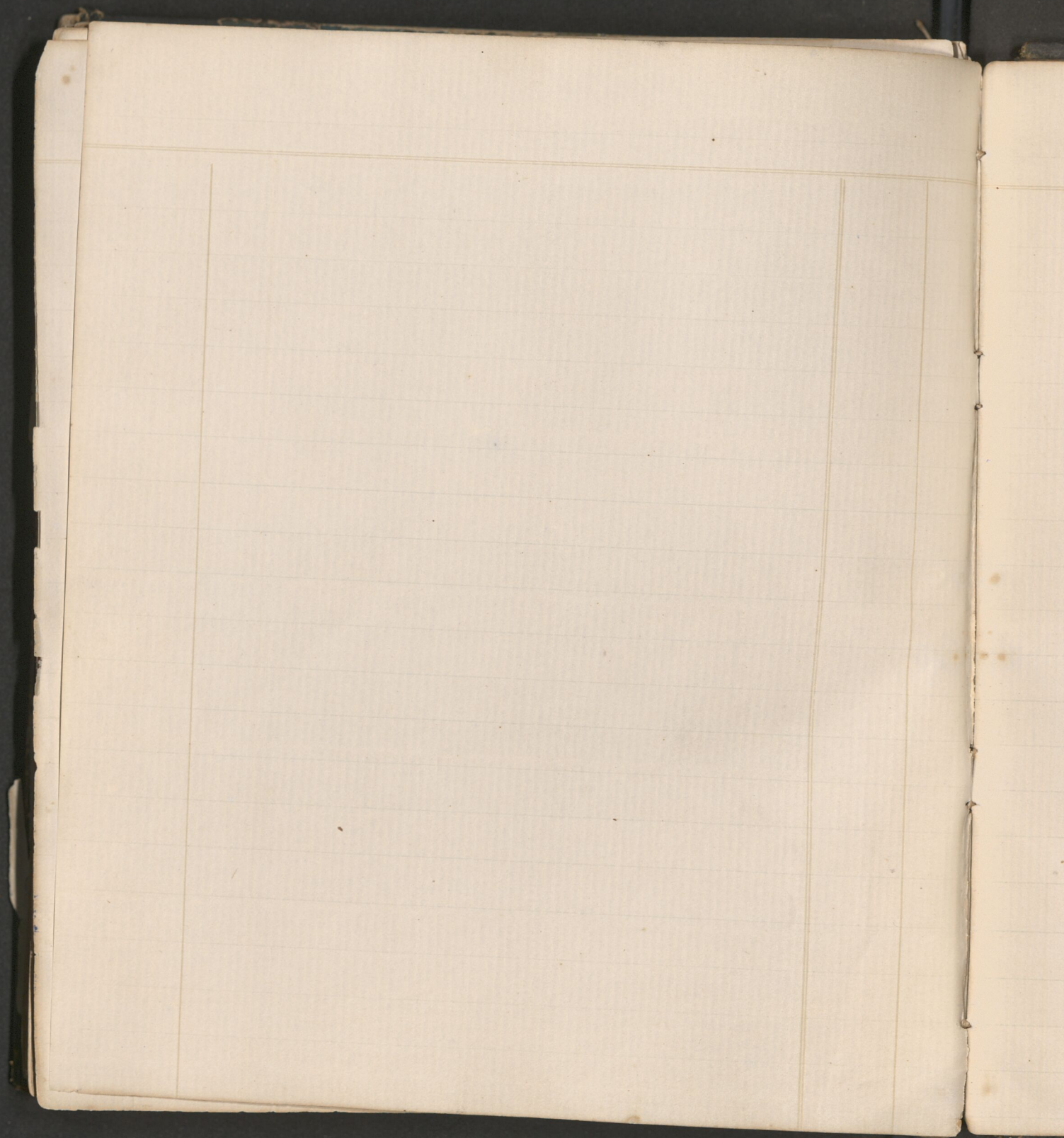
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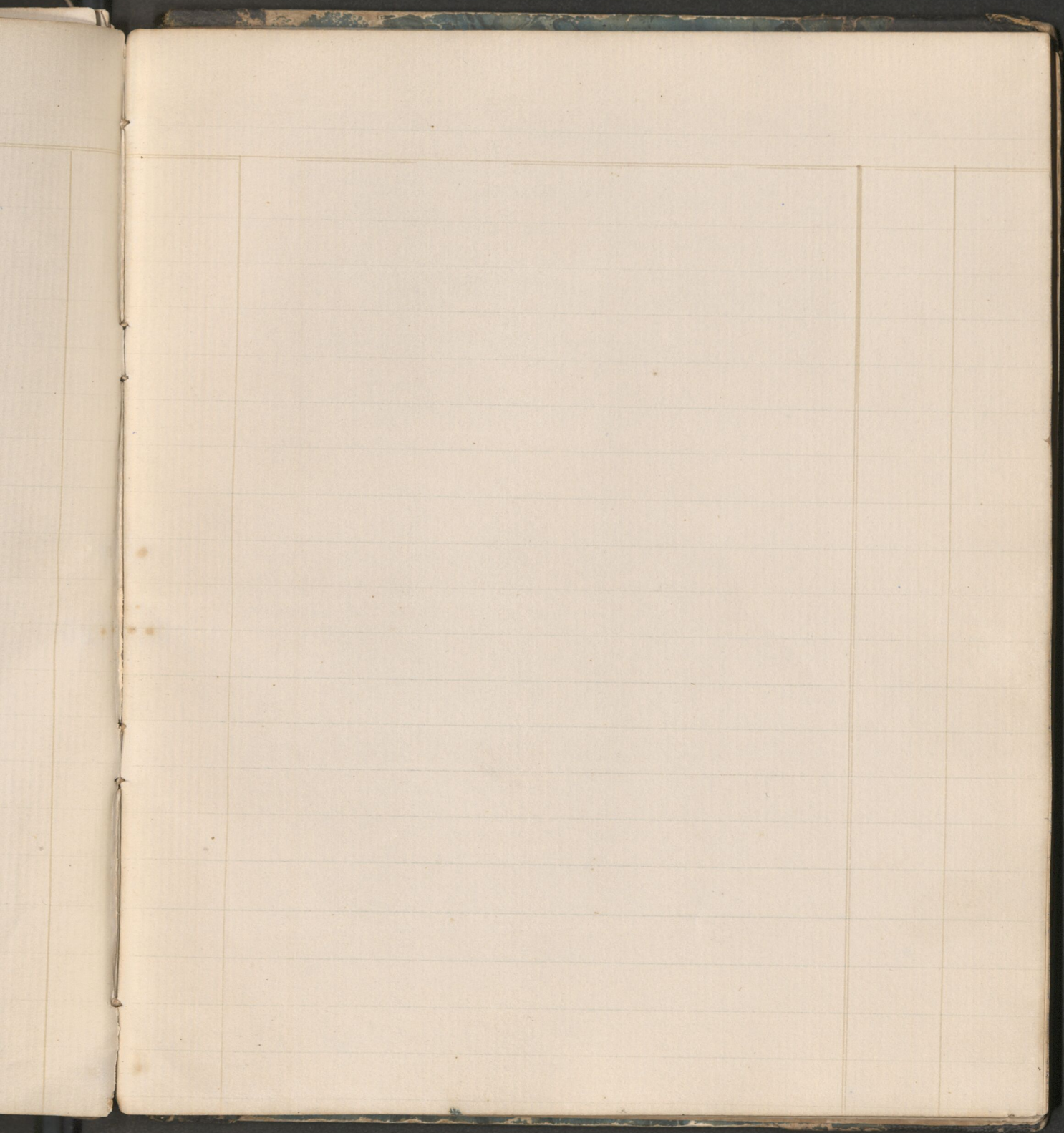
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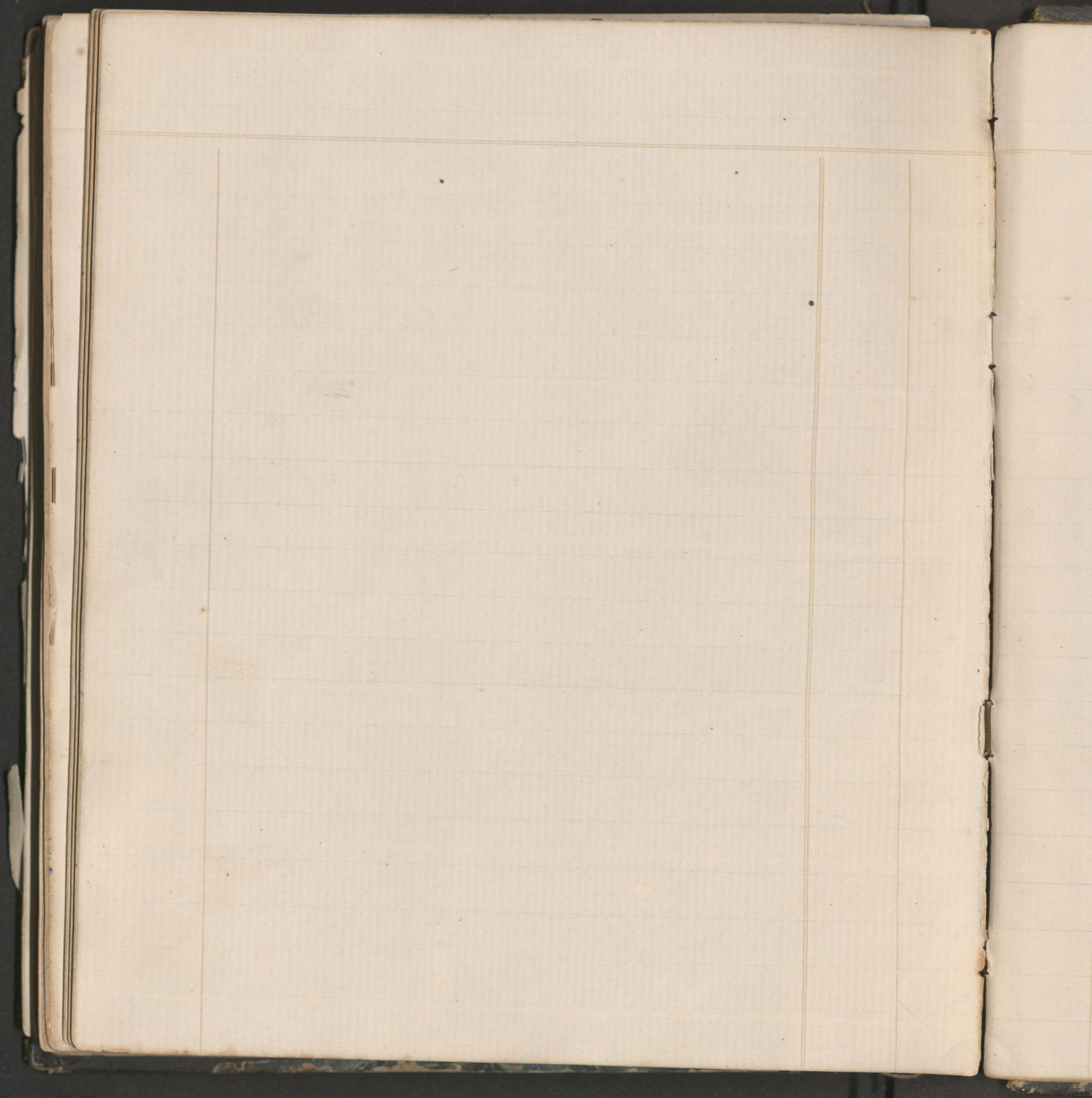
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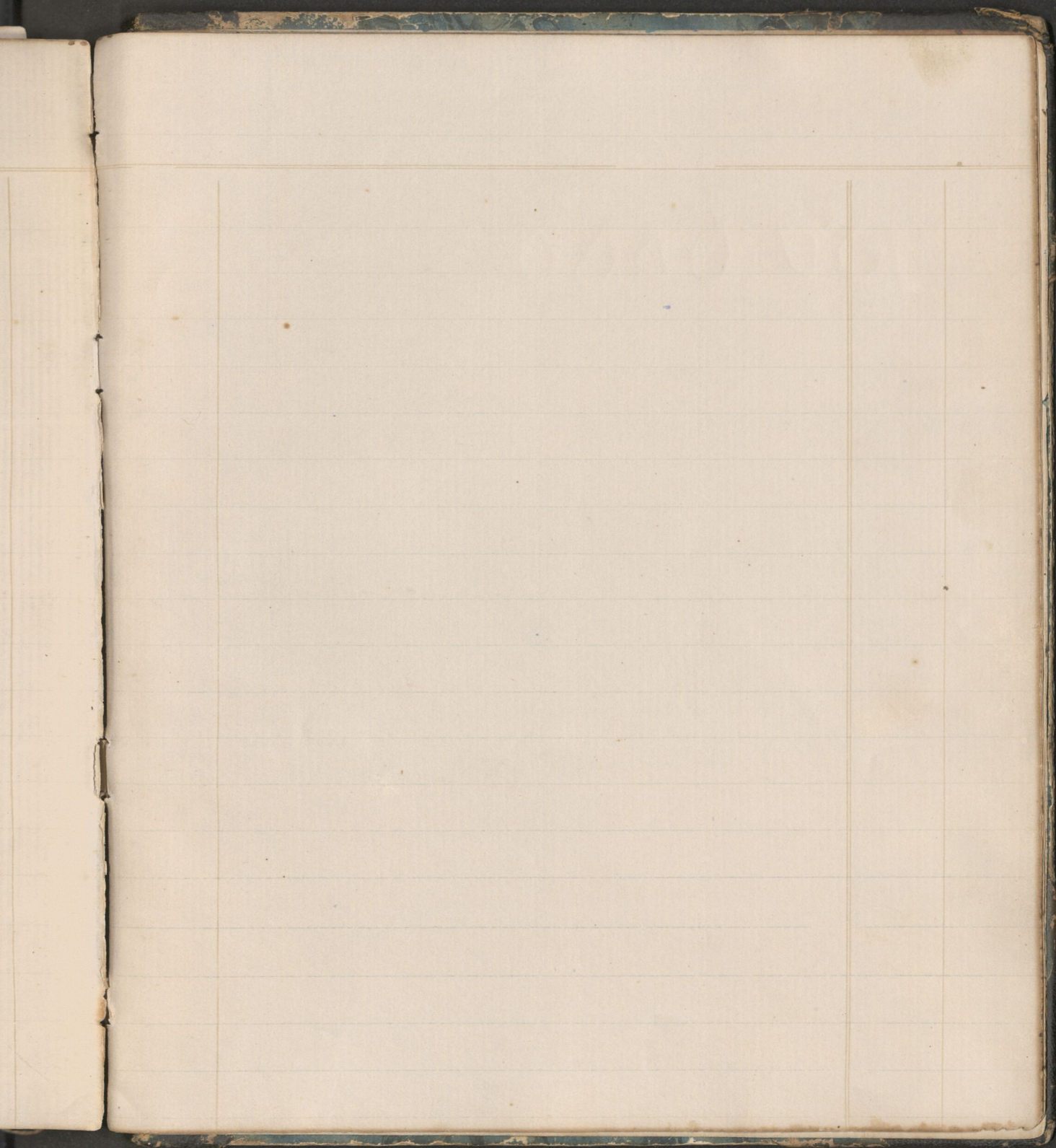


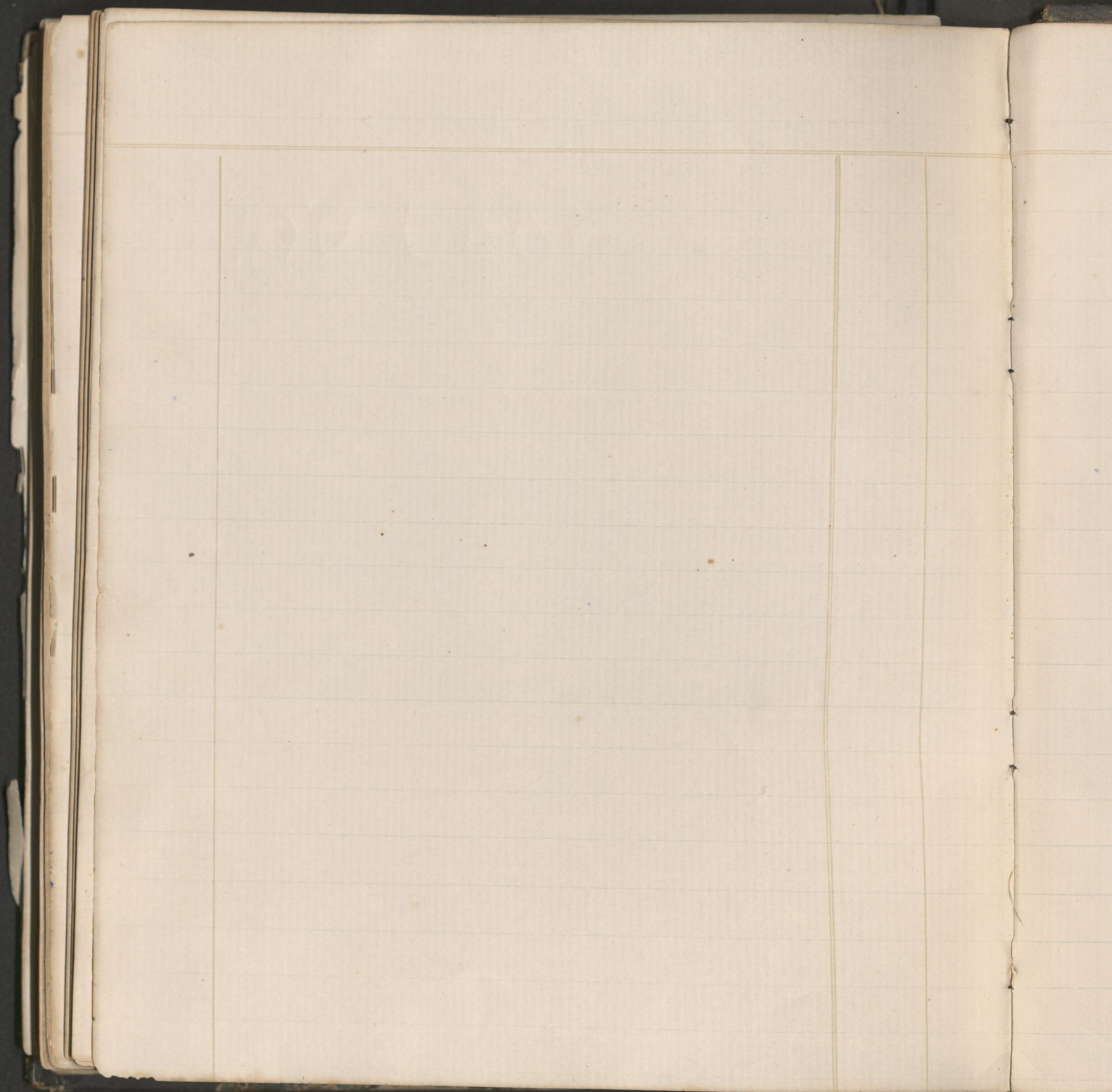


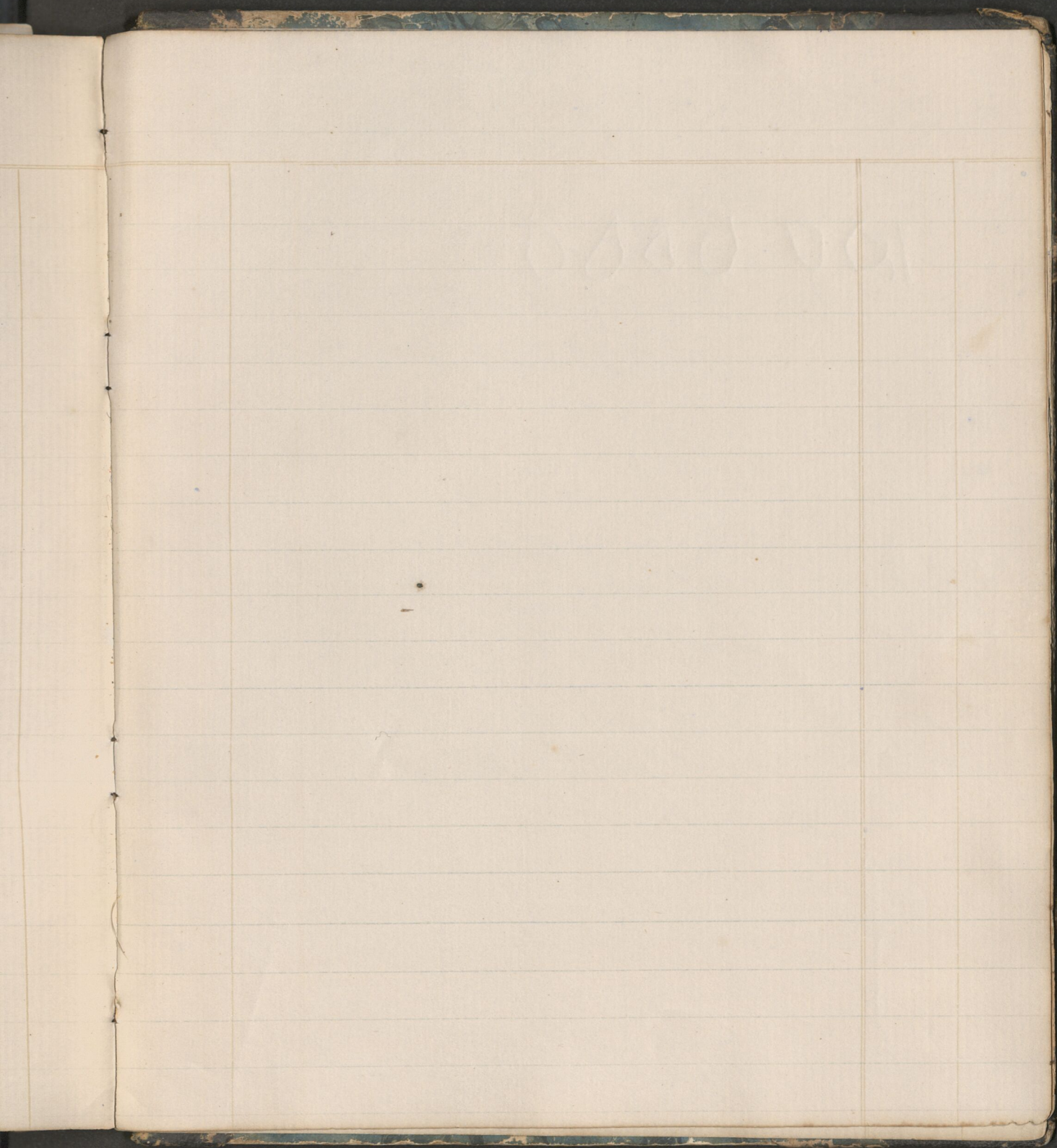












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Apr 10 1895

191

7	White Pine	1
8	White Pine	1
9	White Pine	1
10	White Pine	1
11	White Pine	1
12	White Pine	1
13	White Pine	1
14	White Pine	1
15	White Pine	1
16	White Pine	1
17	White Pine	1
18	White Pine	1
19	White Pine	1
20	White Pine	1
21	White Pine	1
22	White Pine	1
23	White Pine	1
24	White Pine	1
25	White Pine	1
26	White Pine	1
27	White Pine	1
28	White Pine	1
29	White Pine	1
30	White Pine	1

General Distance

Suppose that on the 6th of June 1862.
4 hours P.M. in the Longitude of 15° W
by Account the Observed distance of
the Sun & Moon was 103° 43' 10", obs alt.
Sun 17° 35'. Moon 49° 06'. required Long.

Sun alt	Moon alt	Dist	D _{Sun}	D _{Moon}
17.35	49-06	103-43-10	58-04 horn	15-51 horn
17.46	Q _L Lemi	15-48	58-31 mid	15-58 mid
14-56	15-48	16-05	27	7
112-41		104-15-03	9	9
145-23	3 ^h 2763	4-41-40	58-13	15-53
72-41	3980	4-48-49		12
17-46	1217=	3-13		16-05
54-55	2 ^h 16 ^m 01	103-48-45 true dist		
.01492	3 ^h 00 20	102-36-46	Col 1 st	Col 2 ^d
.03496	5-16-01	1-11-59 = 3980	4902	4902
9.47371	4-10-25		3155	1215
9.91292	1-05-36 = 16° 24' Longitude		9.9864	5952
9.71825 =	West from Greenwich		10.9921 =	1.2069 =
4-12-06 time			4-41-40	4-48-49
1-41 Equ				
4-10-25				

} Moon's Altitude
} Sun's Altitude

1861.	To	Cash at Whampoa	\$.	2.	00
"	To	Cash " " "	"	1.	00
"	To	Cash " " "	"	2.	00
at.	To	Cash " " "	"	2.	00
Eng.	To	Cash " " "	"	2.	00
"	To	Westing.	"	1.	00

Drs.		
Chas Peterson.	1 Checker board.	\$ 3. 00
Tom	1 pair Boots	. 75
Simon Krohn.	1 pair Boots.	. 75
Johnson	1 Coat	2. 50.
	Amount due.	\$ 7. 00
Jackson.	Birds.	\$ 1. 95
		\$ 8. 20
		2. 25
	Amount due	\$ 9. 50

M-1^x

二七

Credit:

J. W. Jackson. 2 birds.	75
Bill 2 lb Tobacco	.75
Chas Peterson. 1 Lou washer & pants	1.50
	<u>2.25</u>

Credit:

Bill 2 lbs Tobacco	.75
Charlie Lou Washer & pants	1.50
	<u>2.25</u>

The Barque Hongwa of New York.

Money received.

Martin Thompson for Tobacco	\$1.00
Charles Peterson " "	1.00.
Peter Dutch " "	1.00
William O'Bay " "	2.00.
For one pair of Shoes	2.00
For one " " " "	2.00
For two Boxes of Soap	1.00
For one pair of Shoes	2.00
To 1 Cabinet at Kanagawa	2.00
To one pair of Boots	2.50
To one Cabinet	5.00
Rec'd payment	\$19.50

Private accounts.

Debit.

Credit.

To Peter Dutch. for	5 ³ / ₄ lb.	40c	\$2.30
To Charles Brown	" "	"	2.30
" Stephen Fox	" 1 lb	"	.40

hacco.
\$2.30
2. 30.
.40

20
30
40

\$130.00

Fredrick G Myrick

Wentworth's

Mass

Wentworth's

Mass.

G. Macy

G. G. Macy

Fred G Myrick

Advice from a friend
"Never damn a bridge that takes you over"

104	13 $\frac{1}{2}$	13 $\frac{1}{2}$	46	186
	30	30		36
	186	186		180
	36			
	736			

of Fred Fuder

46 144

4.6

\$98.40

due Jan 31 $\frac{1}{2}$

Cash Accounts

To Cash at Whampoa 2.00

11 12

\$3.00

$$\begin{array}{r} 18 \\ 12 \\ \hline 26 \\ 18 \\ \hline 206 \end{array}$$

$$\begin{array}{r} 131 \\ 12 \\ \hline 26 \\ 131 \\ \hline 162 \end{array}$$

$$\begin{array}{r} 210 \\ 26 \\ \hline 44 \end{array}$$

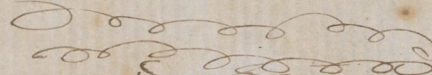
$$\begin{array}{r} 121 \\ 12 \\ \hline 84 \\ 126 \\ \hline 210 \end{array}$$

$$\begin{array}{r} 210 \\ 36 \\ \hline 174 \end{array}$$

In West Longitude } In East Longitude

When Equa is. { Increasing add } When Equa is. { Incr. Subtr.
 { Decreasing Subtr. } { Decrea add }

Time before noon } Time after noon.
 When Equa is { Increasing Subtr. } When Equa is { Incr. add
 { Decreasing add } { Decrea Subtr. }

Alt.  Lat.
 Star passed merid. alt. 25° 30' Y

Lat. 40° 10' N.

Cor Tabl 20. 36

Subtr. 9000

true alt. 25.44

Co lat. 49° 50.

90.00

Dec ta. 19.16 13
66° 03

Dec Tabl 19. 25-06
64° 16' N

93 Lat. 38° 10'

$$\begin{array}{r} 17 \\ 12 \\ \hline 34 \\ 17 \\ \hline 204 \\ 110 \\ \hline 207.20 \\ 56.00 \\ \hline 151.20 \end{array}$$

8¹⁴/₁₁ July.

270
36
34

10
7
19 Subtr.
a add

a. add
Subtr.

30 Y

6

44

10

6 W

6

3

206
57
149
146
122
126
138
162
36
106
92
45
193.4
144 56 13 1/2
122
42.1.0 26
98
136
162
14 17
28
33
161
122
32
166
111 13
1198
56
1156
142.00
53
183
131
46 doll
86 due 1st Jan
92 13th Jan 92 Tues
144 184
162
35 36 due
107 13th March
144
133
700 Dollars due
25th Aug. Febuary
103 due 28th Febuary

